

# BookletChart<sup>TM</sup>

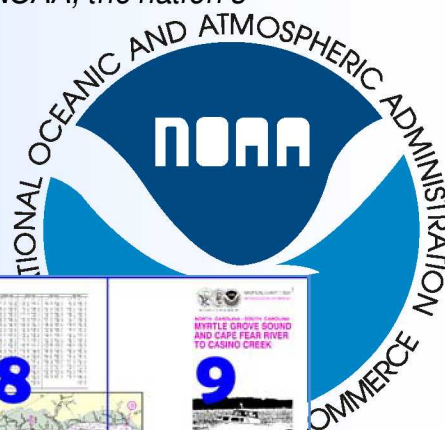
## Myrtle Grove Sound and Cape Fear River to Casino Creek

(NOAA Chart 11534)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Approximate Page Index					
4	5	6	7	8	9
10	11	12	13	14	15
16	17	18	19	20	21
22	23	24	25	26	27

Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

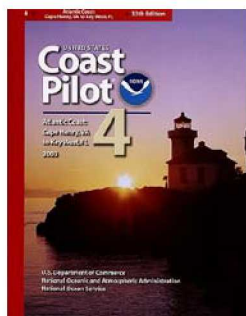
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 4, Chapter 12 excerpts]**

(114) **Mile 293.8**, a marina on the west side of **Myrtle Grove Sound** opposite Carolina Beach Inlet has gasoline, diesel fuel, water, ice, and marine supplies. An alongside depth of 5 feet.

(115) A marina at the junction of **Snows Cut** and **Cape Fear River** provides gasoline, diesel fuel, berthing, nautical supplies, water, ice, electricity, pump-out station and launching ramps. Depths of 2.0 to 4.5 feet were available.

(116) The Intracoastal Waterway leads to **Southport** where fuel, supplies, and repair facilities are available. The depth in the channel to the Cape Fear River junction was 9.7 feet. Mariners are cautioned that the color of the aids to navigation change and green markers are on the right while following the ICW until entering the channel south of Southport at **Mile 308.9**.

(117) **Wilmington Short Cut** marked by lights and daybeacons. The depth was 3 feet.

(118) At Southport, **Mile 308.9**, the Intracoastal Waterway leaves Cape Fear River and proceeds to **Lockwoods Folly River**. Mariners are cautioned that the color of aids to navigation change to red marker on the right while following the ICW at the entrance to the land cuts.

(119) **Mile 309.3**, a marina in a basin on the north side provides berths with electricity, gasoline, diesel fuel, water, ice, marine supplies, a launching ramp, wet and dry storage, pump-out. A depth of 9 feet was in the approach and the berths.

(120) **Mile 311.3**, a marina on the west side provides berths with electricity, gasoline, diesel fuel, water, ice, pump-out station and a launching ramp.

(122) **Mile 313.8** opposite Beaverdam Creek, there is a basin with depths of 6 feet. Berthage with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies are available. At **Mile 314.5**, a marina has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, marine supplies, and wet and dry storage.

(124) In **Lockwoods Folly River**. A small-craft facility off the waterway and 0.4 mile southward of **Mile 320.0** has a launching ramp, berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies. Depths of 5 feet were alongside the berths.

(125) From **Mile 323.3** to **Mile 324.0**, there are small-craft facilities on both sides of the waterway. Berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, ramps and wet and dry storage are available.

(129) A marina at **Bowen Point, Mile 329.6** has berths with electricity, gasoline, water, ice, and wet and dry storage.

(130) At **Mile 333.7**, east of highway bridge, is a canal with two small-craft facilities. Gasoline, diesel fuel, water, ice, marine supplies, launching ramps and wet storage are available. At **Mile 335.6** is a marina with berths, electricity, gasoline, diesel fuel, water, ice, marine supplies, a launching ramp and wet and dry storage. At **Mile 337.9**, a pontoon bridge crosses the waterway. The bridge is operated by cables that suspend above or below the water when the bridge is being opened or closed. Extreme caution should be exercised in the area of the bridge. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KU-6040.

(132) **Calabash River**. A depth of 5.9 feet could be carried with local knowledge to the town of **Calabash**. The channel is marked by lights and daybeacons. A small-craft facility at the town has berthage with electricity, gasoline, diesel fuel, water and a pump-out station.

(133) **Little River, Mile 344.3**, has pier space. Berths with electricity, gasoline, diesel fuel, water, ice, and marine supplies are available. A marina at **Mile 345.0** has berths, electricity, gasoline, diesel fuel, water, ice, pump-out station, nautical supplies, and wet and dry storage.

(134) A marina at **Mile 346.3** has gasoline, water, ice, and dry storage. A yacht basin is off the south side of the waterway at **Mile 347.0**; depths of 4 feet were in the approach and berths. Electricity, gasoline, diesel fuel, water, ice, pump-out station, wet storage, a launching ramp and marine supplies are available.

(135) Numerous rock ledges were reported abutting the deep portion of the waterway from **Mile 347.0** to **Mile 365.5**. Extreme caution is advised.

(136) Route 17 bridge at **Mile 347.3** has a clearance of 7 feet. The bridge tender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5433.

(144) At **Mile 365.4**, the Seaboard Coast Line Railroad bridge has a clearance of 16 feet.

(145) A yacht basin at **Mile 368.1** has berthage with electricity, gasoline, diesel fuel, water, ice, a launching ramp, and marine supplies. Depths of 9 feet and 10 feet are in the approach and berths.

(147) Route 544 bridge at **Socastee, Mile 371.0**, has a clearance of 11 feet; navigation is through the southeast draw. The bridgetender monitors VHF-FM channel 16 and works on channel 13; call sign, KT-5438, preceded by bridge name.

(148) A marina at **Mile 373.2**, has gasoline, diesel fuel, water, ice, and a pump-out station.

# Table of Selected Chart Notes

**NOTE D**  
The controlling depth at mean low water to Supply was 2 feet.  
Rep. Aug 2001

**SHALLOTTE RIVER**  
The controlling depth at mean low water to Shallotte was 3½ feet.  
Sep 2001

## HEIGHTS

Heights in feet above Mean High Water.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

## INTRACOASTAL WATERWAY

### Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## CAPE FEAR RIVER

The project depth is 44-38 feet to Wilmington. For controlling depths see chart 11537.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Fear and Shallotte River Power Squadrons, District 27, United States Power Squadrons in continually providing essential information for revising this chart.

## NOTE E

Numerous rock ledges have been reported abutting the deep portion of the Intracoastal Waterway channel from Nixons Crossroads to Lat. 33°42'51" N., Long. 78°55'18" W. Mariners should use extreme caution to avoid grounding in this area.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.

All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

## CAUTION

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## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## NOTE C

### Entrances to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position. Passage through the inlets is not recommended without local knowledge of all hazardous conditions affecting the areas.

## INTRACOASTAL WATERWAY

### Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay.

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

### Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: —————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

## NOTE F

Fixed security barriers have been installed at the Military Ocean Terminal at Sunny Point. The barriers are marked by numerous quick flashing white lighted pilings and quick flashing yellow lights.

Corrected through NM Aug. 8/09, LNM Jul. 28/09

Corrected through NM Aug. 8/09, LNM Jul. 28/09

Corrected through NM Aug. 8/09, LNM Jul. 28/09

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the intracoastal Waterway.

## NOTE E

Numerous rock ledges have been reported abutting the deep portion of the Intracoastal Waterway channel from Nixons Crossroads to Lat. 33°42'51" N., Long. 78°55'18" W. Mariners should use extreme caution to avoid grounding in this area.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina.

Refer to charted regulation section numbers.

## SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

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## CAUTION

### WARNINGS CONCERNING LARGE VESSELS

The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

## RULES OF THE ROAD

### (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way. Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 4 for important supplemental information.



**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

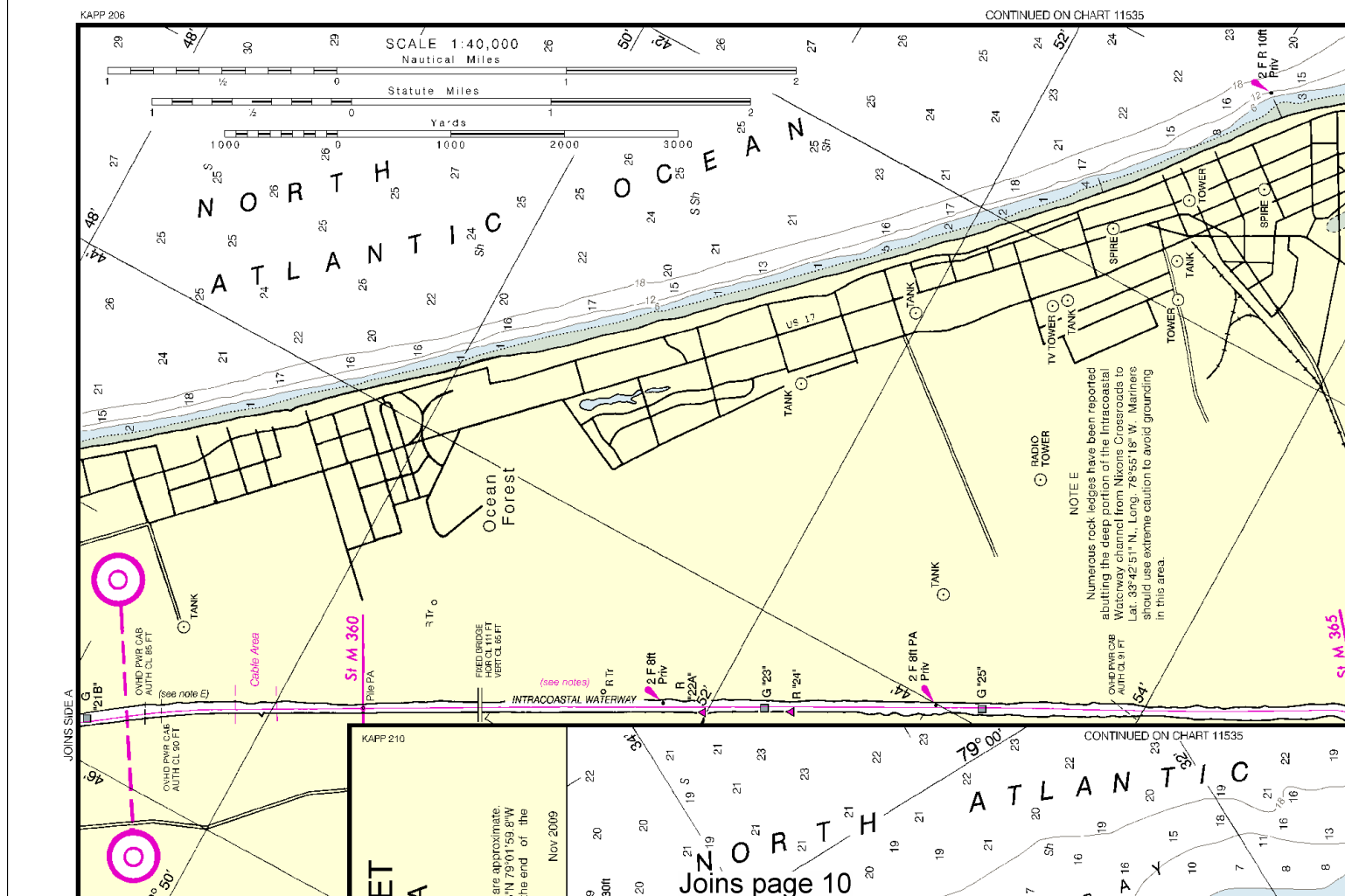
**CAUTION**  
**WARNINGS CONCERNING LARGE VESSELS**  
The "Rules of the Road" state that recreational boats shall not impede the passage of a vessel that can navigate only within a narrow channel or fairway. Large vessels may appear to move slowly due to their large size but actually transit at speeds in excess of 12 knots, requiring a great distance in which to maneuver or stop. A large vessel's superstructure may block the wind with the result that sailboats and sailboards may unexpectedly find themselves unable to maneuver. Bow and stern waves can be hazardous to small vessels. Large vessels may not be able to see small craft close to their bows.

**CAUTION**  
**BASCULE BRIDGE CLEARANCES**  
For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

**CAUTION**  
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.  
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.  
Station positions are shown thus:  
○ (Accurate location)    ◌ (Approximate location)

**ABBREVIATIONS** (For com  
Aids to Navigation (lights are w  
AERO aeronautical  
A/ alternating  
B black  
Bn buccoon  
C can  
DIA diaphone  
F fixed  
Fl flashing  
Bottom characteristics:  
Bks boulders  
bk broken  
Clay clay  
Miscellaneous:  
AUTH authorized  
ED existence doubtful  
21 Wreck, rock, obstru  
(2) Rocks that cover ar  
COLREGS International  
Demarcation

Locations of pu  
with leaders and re



4





complete list of Symbols and Abbreviations, see Chart No. 1,  
is white unless otherwise indicated):

G green	Mo morse code	R TR radio tower
IQ interrupted quick	N nun	Rot rotating
ISO isophase	OBSC obscured	s seconds
LT HO lighthouse	OC occulting	SEC sector
M nautical mile	Or orange	S: M statute miles
m minutes	Q quick	VO very quick
MICRO TR microwave tower	R red	W white
Mkr marker	Ra Rfl radar reflector	WHIS whistle
	R Rn radio beacon	Y yellow

Co coral	gy gray	Oys oysters	so soft
G gravel	h hard	Rk rock	Sh shells
Grs grass	M mud	S sand	sy sticky

Obstr obstruction	PD position doubtful	Subm submerged
PA position approximate	Rep reported	

struction, or shoal swept clear to the depth indicated.

and uncover, with heights in feet above datum of soundings.

nal Regulations for Preventing Collisions at Sea, 1972.

tion lines are shown thus: ————

## FACILITIES

public marine facilities are shown by large magenta numbers  
refer to the facility tabulation.

## INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use  
with nautical charts and the exact meaning of an aid to  
navigation may not be clear unless the appropriate chart  
is consulted.

Aids to navigation marking the Intracoastal Waterway  
exhibit unique yellow symbols to distinguish them from aids  
marking other waterways.

When following the Intracoastal Waterway southward  
from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow  
triangles should be kept on the starboard side of the vessel  
and aids with yellow squares should be kept on the port side  
of the vessel.

A horizontal yellow band provides no lateral information,  
but simply identifies aids to navigation as marking the Intra-  
coastal Waterway.

## NOTE A

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Coast Pilot 4. Additions or revisions to Chapter 2 are pub-  
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Guard District in Miami, Florida, or at the Office of the District  
Engineer, Corps of Engineers in Wilmington, North Carolina  
and Charleston, South Carolina.

Refer to charted regulation section numbers.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North  
American Datum of 1983 (NAD 83), which for charting purposes  
is considered equivalent to the World Geodetic System 1984  
(WGS 84). Geographic positions referred to the North American  
Datum of 1927 must be corrected an average of 0.610"  
northward and 0.876" eastward to agree with this chart.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine  
cables and submarine pipeline and cable areas  
are shown as:



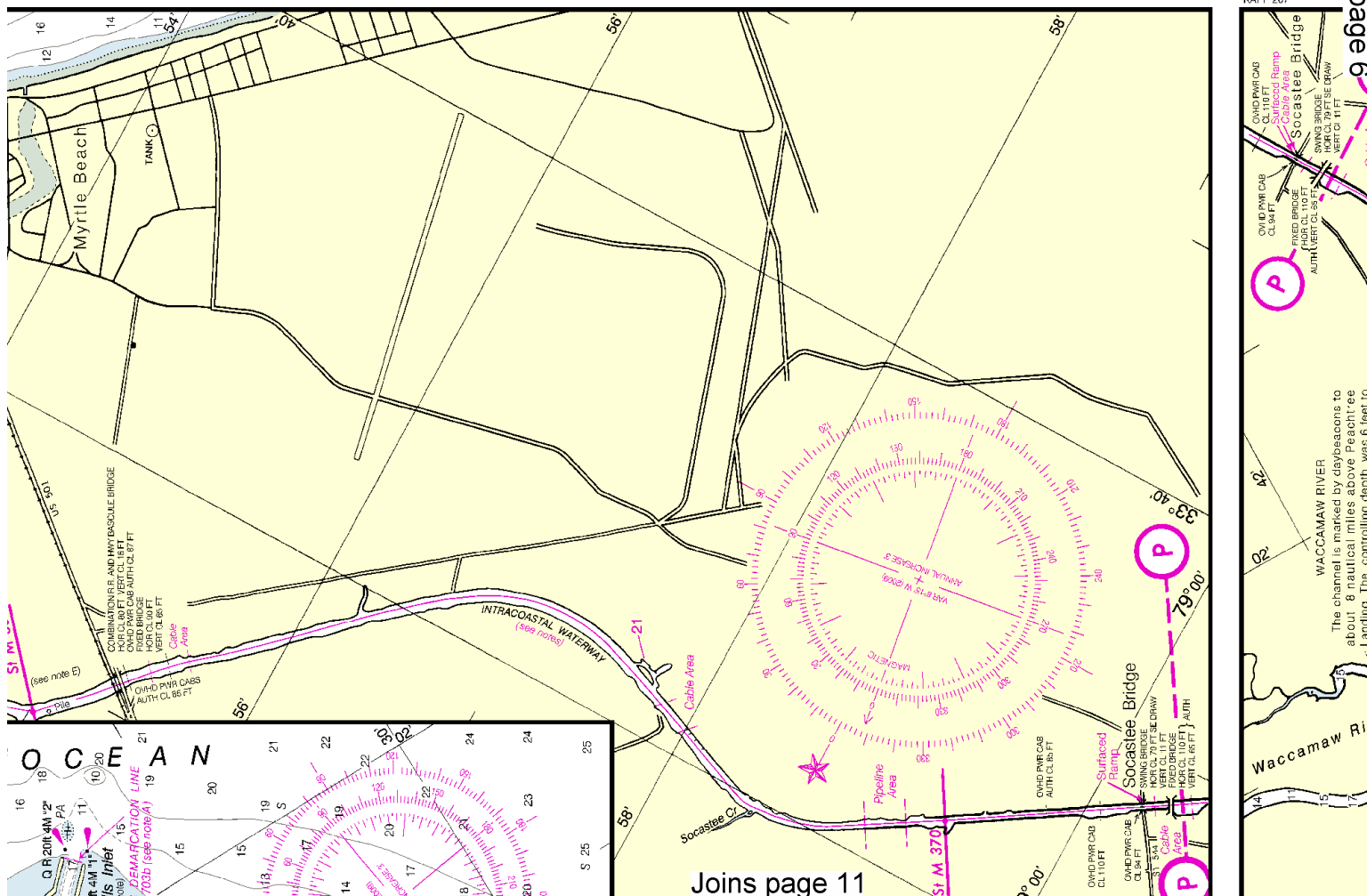
Additional uncharted submarine pipelines and  
submarine cables may exist within the area of  
this chart. Not all submarine pipelines and sub-  
marine cables are required to be buried, and  
those that were originally buried may have  
become exposed. Mariners should use extreme  
caution when operating vessels in depths of  
water comparable to their draft in areas where  
pipelines and cables may exist, and when  
anchoring, dragging, or trawling.

Covered wells may be marked by lighted or  
unlighted buoys.

## HURRICANES AND

Hurricanes, tropical storms and  
considerable damage to marine struc-  
tures, resulting in submerged debris.  
Charted soundings, channel depth  
conditions following these storms.

damaged or destroyed. Buoys may  
positions, damaged, sunk, extinguished.  
Mariners should not rely upon the  
navigation. Wrecks and submerged  
from charted locations. Pipelines may  
Mariners are urged to exercise care  
report aids to navigation discrepancies  
nearest United States Coast Guard



This BookletChart was reduced to 75% of the original chart scale.  
The new scale is 1:53333. Barscales have also been reduced and  
are accurate when used to measure distances in this BookletChart.

**CAUTION**  
 SUBMARINE PIPELINES AND CABLES  
 Charted submarine pipelines and submarine  
 cables are required to be buried, and  
 exposed submarine pipeline and cable areas  
 shown as:



Additional uncharted submarine pipelines and  
 marine cables may exist within the area of  
 chart. Not all submarine pipelines and sub-  
 marine cables are required to be buried, and  
 those that were originally buried may have  
 become exposed. Mariners should use extreme  
 caution when operating vessels in depths of  
 comparable to their draft in areas where  
 pipelines and cables may exist, and when  
 dredging, dragging, or trawling.  
 Covered wells may be marked by lighted or  
 unlighted buoys.

## INTRACOASTAL WATERWAY

### Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet  
 Fort Pierce, FL to Miami FL; 7 feet Miami, FL to  
 Cross Bank, Florida Bay.

The controlling depths are published periodic-  
 ally in the U.S. Coast Guard Local Notice to  
 Mariners.

### Distances

The Waterway is indicated by a magenta line.  
 Mileage distances shown along the Waterway are  
 in Statute Miles, southward from Norfolk, VA, and  
 are indicated thus: ————

Tables for converting Statute Miles to Inter-  
 national Nautical Miles are given in U.S. Coast  
 Pilot 4.

Courses are TRUE and must be CORRECTED  
 for any variation and compass deviation.

## MARINE WEATHER FORECASTS

### NATIONAL WEATHER SERVICE

Wilmington, NC  
 Newport, NC  
 Charleston, SC

### TELEPHONE NUMBERS

\*(910) 762-4289  
 \*(252) 223-5737  
 \*(843) 747-5859

### OFFICE HOURS

24 hours daily  
 24 hours daily  
 9:00 AM - 4:30 PM M-F

\*Recorded

## NOAA WEATHER RADIO BROADCASTS

CITY  
 Wilmington, NC  
 Charleston, SC  
 Myrtle Beach, SC  
 Georgetown, SC

STATION  
 KHB-31  
 KHB-29  
 KEC-95  
 WNG-628

FREQ. (MHz)  
 162.550  
 162.550  
 162.400  
 162.500

BROADCAST TIMES  
 24 hours daily  
 24 hours daily  
 24 hours daily  
 24 hours daily

## BROADCASTS OF MARINE WEATHER FORECASTS AND WARNINGS BY MARINE RADIOTELEPHONE STATIONS

CITY  
 Ft. Macon, NC

STATION  
 NMN-37  
 (USCG)

FREQ. (kHz)  
 \*2670 (A3H)

BROADCAST TIMES (LOCAL)  
 7:40 AM, 8:03 PM  
 (warnings on receipt)

Charleston, SC

NMB  
 (USCG)

\*2670 (A3H)

11:20 AM, 11:20 PM +  
 (warnings on receipt)  
 (warnings on receipt)

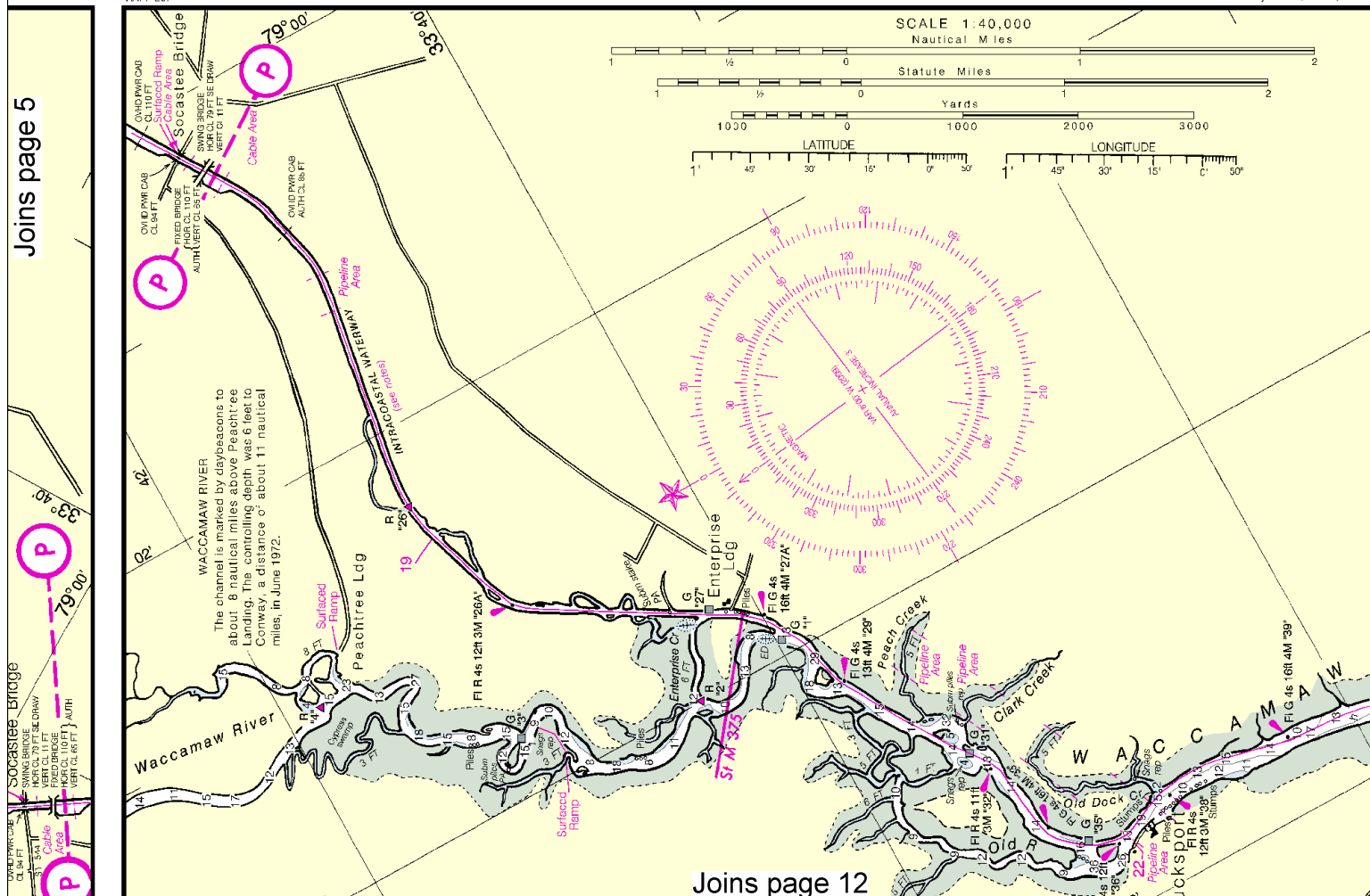
\* Preceded by announcement on 2182 kHz and 156.8 MHz

+ Broadcast one hour later during Daylight Savings Time

Distress calls for small craft are made on 2182 kHz or channel 16 (156.80 MHz) VHF.

KAPP 207

Formerly 835-SC, 1st Ed., 1964



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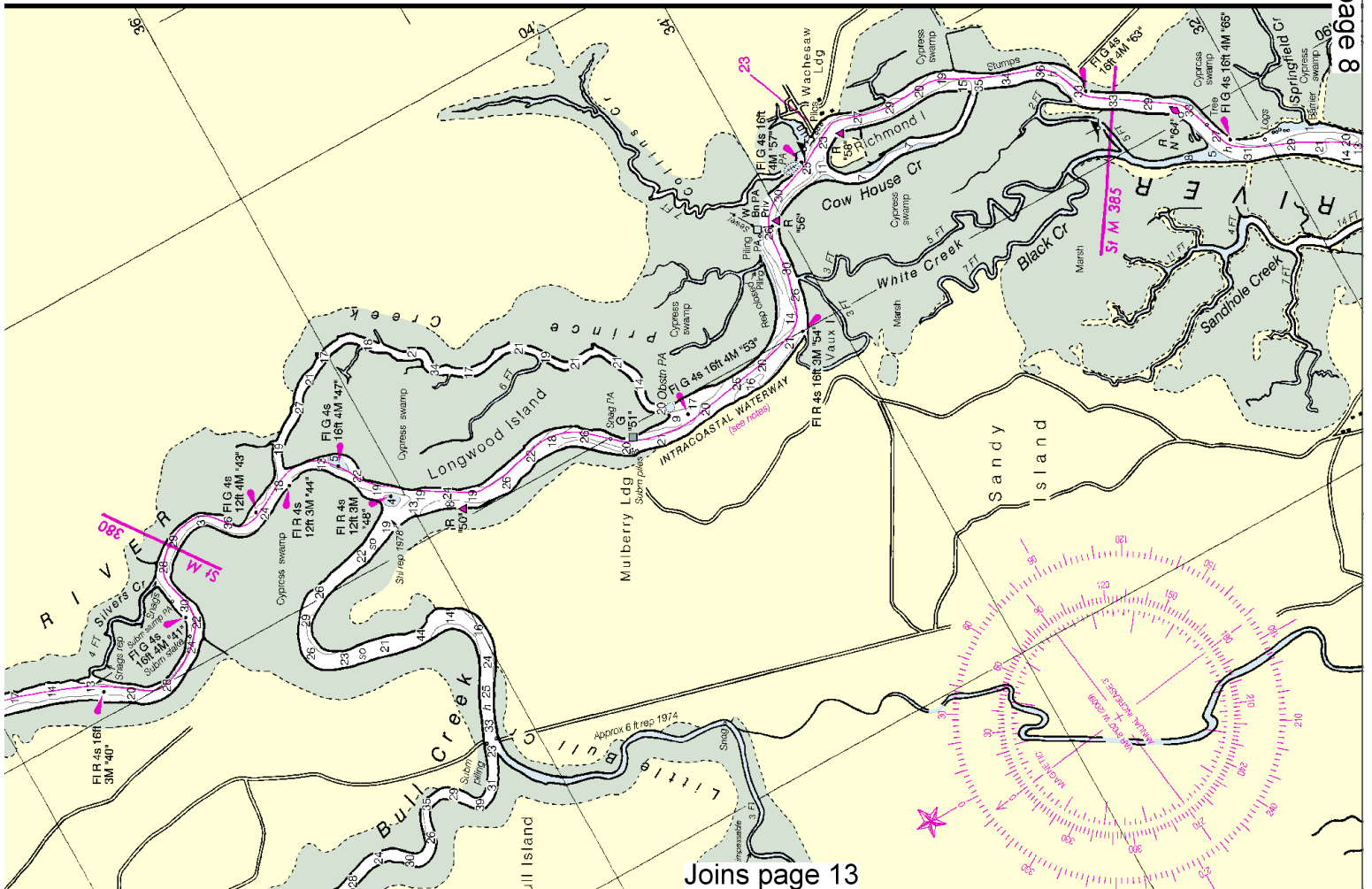
Printed at reduced scale.

SCALE 1:40,000  
 Nautical Miles

See Note on page 5.



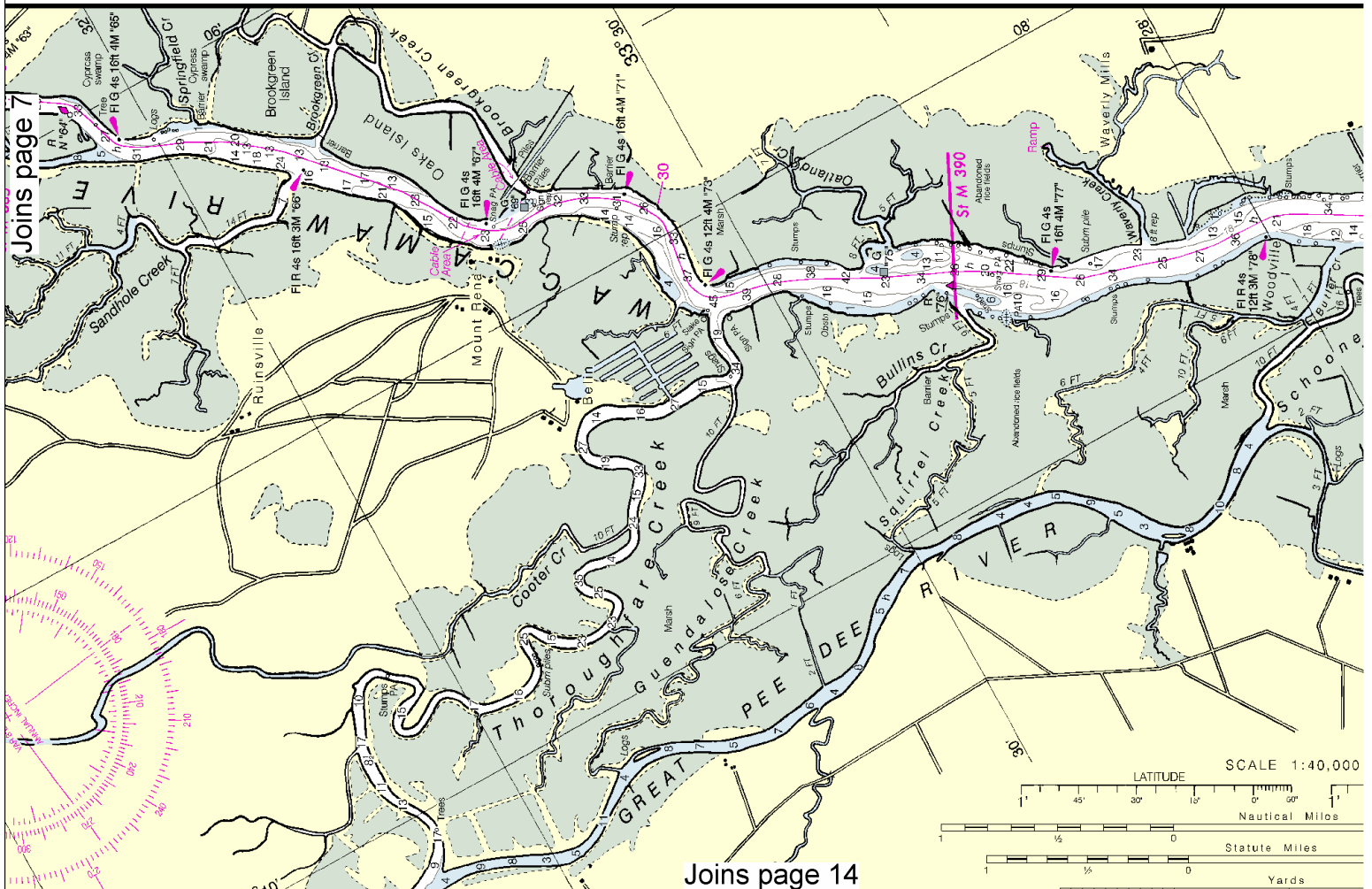




Joins page 13

# TIDAL INFORMATION

Near real time water level data, predictions and weather data are available via the Internet at: <http://tidesandcurrents.noaa.gov>. Annual predictions of the rise and fall of the tides are available in printed form from private sector printers.







THE NATION'S CHARTMAKER SINCE 1807

# NAUTICAL CHART 11534 INTRACOASTAL WATERWAY

## NORTH CAROLINA - SOUTH CAROLINA MYRTLE GROVE SOUND AND CAPE FEAR RIVER TO CASINO CREEK

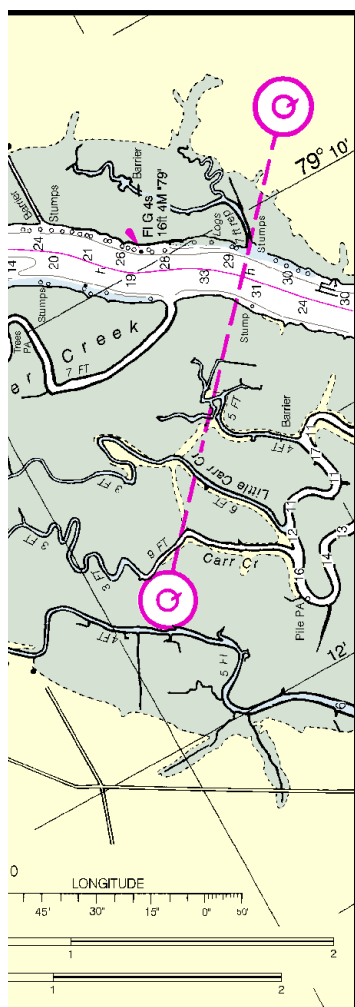


Chart 11534 36th Ed., Aug. /09 ■  
Corrected through NM Aug. 8/09, LNM Jul. 28/09

Published at Washington, D. C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

MERCATOR PROJECTION AT SCALE 1:40,000  
SOUNDINGS IN FEET AT MEAN LOWER LOW WATER

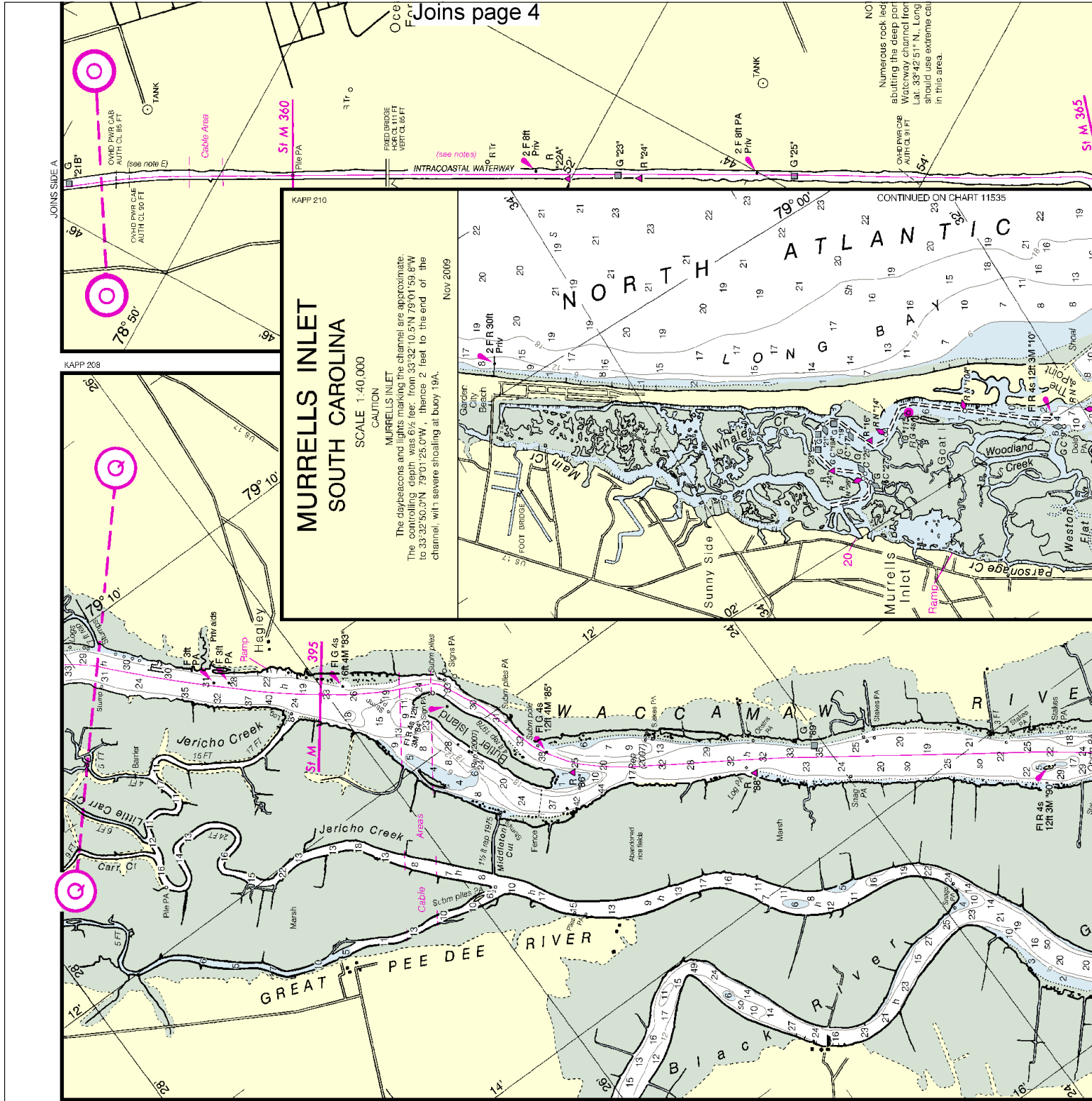
North American Datum of 1983  
(World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
Heights in feet above Mean High Water.

AUTHORITIES  
Hydrography and topography by the National Ocean Service, Coast  
Survey, with additional data from the Corps of Engineers, Geological  
Coast Guard.

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DEPTHS	SERVICES	SUPPLIES
APPROACH-DEPTHS (REPORT)	BOAT RENTAL	DIESEL OIL-GAL
ALONGSIDE-DEPTHS (REPORT)	LIFT CAPACITY-TONS	BAT-TACKLE
CHART-SIDE	MAINE RAILWAY-DEPTHS	GROGGINESS-HARDWARE
	REPAIRS MULL MOTOR	WINTER STORAGE-DEPTHS
	BERTHS-MORPHINGS-DEPTHS	TOILET-SHOWERS-LAV
	CHARTER-HOUSE	PUMP-OUT-DEPTHS
	FOOD-LOGGING-CAMPING	

**CAUTION**  
 Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
 Improved channels shown by broken lines are





Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

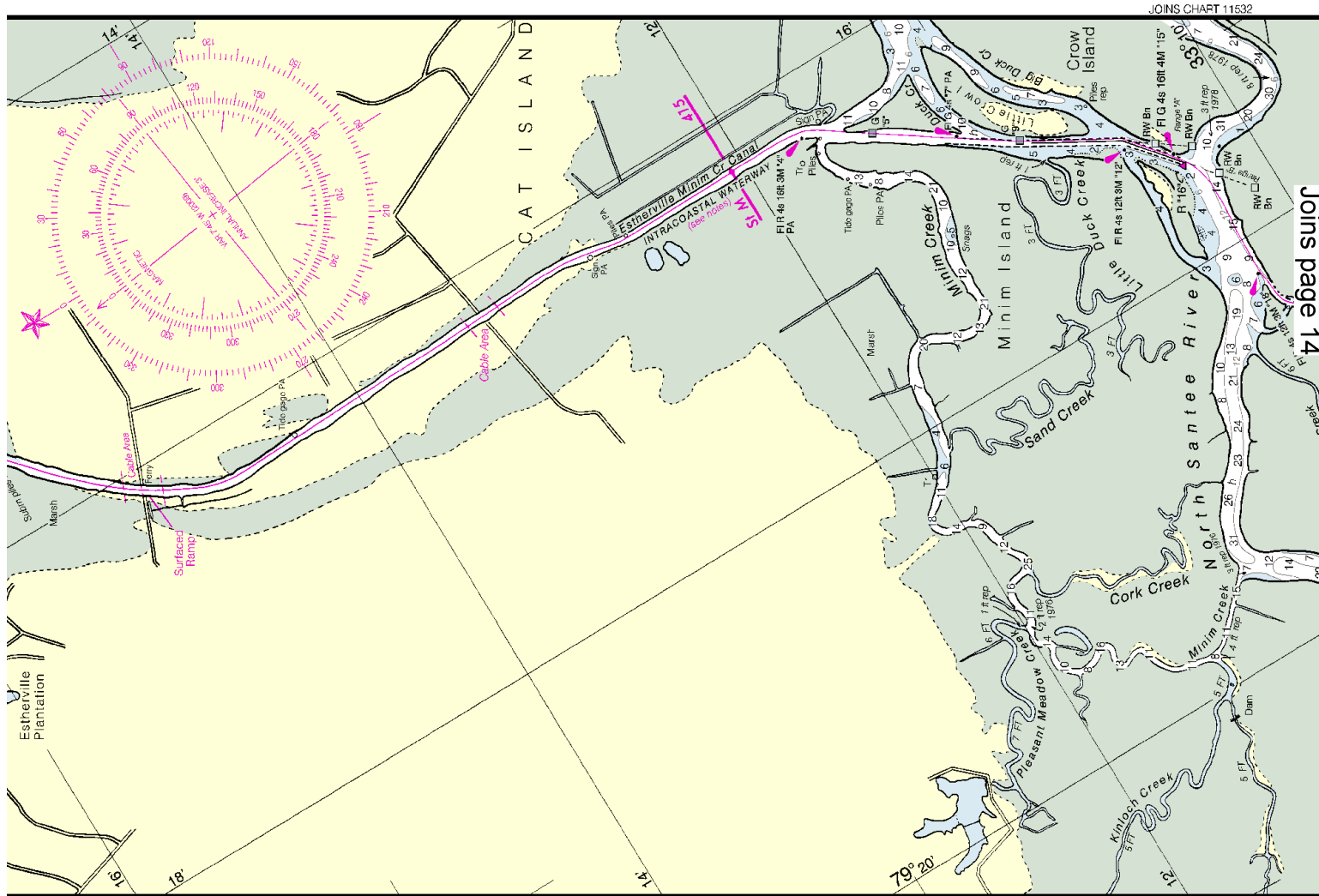
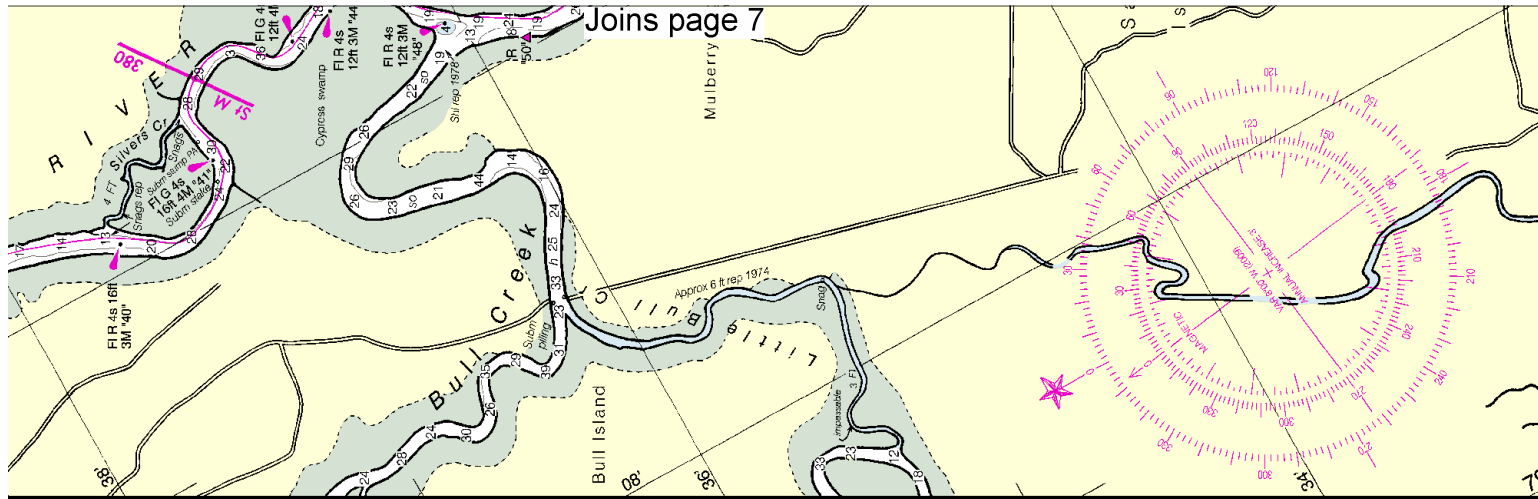
NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 2nd Coast Guard District: in Portsmouth, Virginia or at the Office of the Commander, 1st Coast Guard District in Miami, Florida, or at the

**Joins page 17**







CAUTION  
SUBMARINE PIPELINES AND CABLES  
Charted submarine pipelines and submarine  
cables and submarine pipeline and cable areas  
are shown as:



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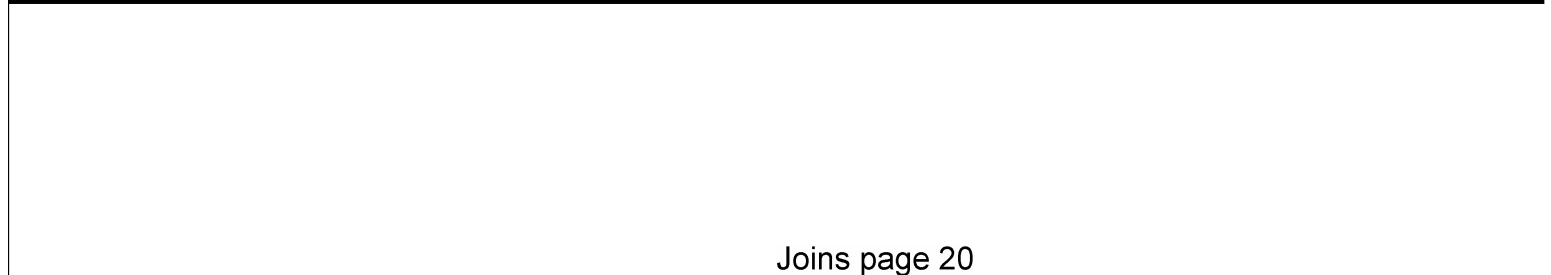
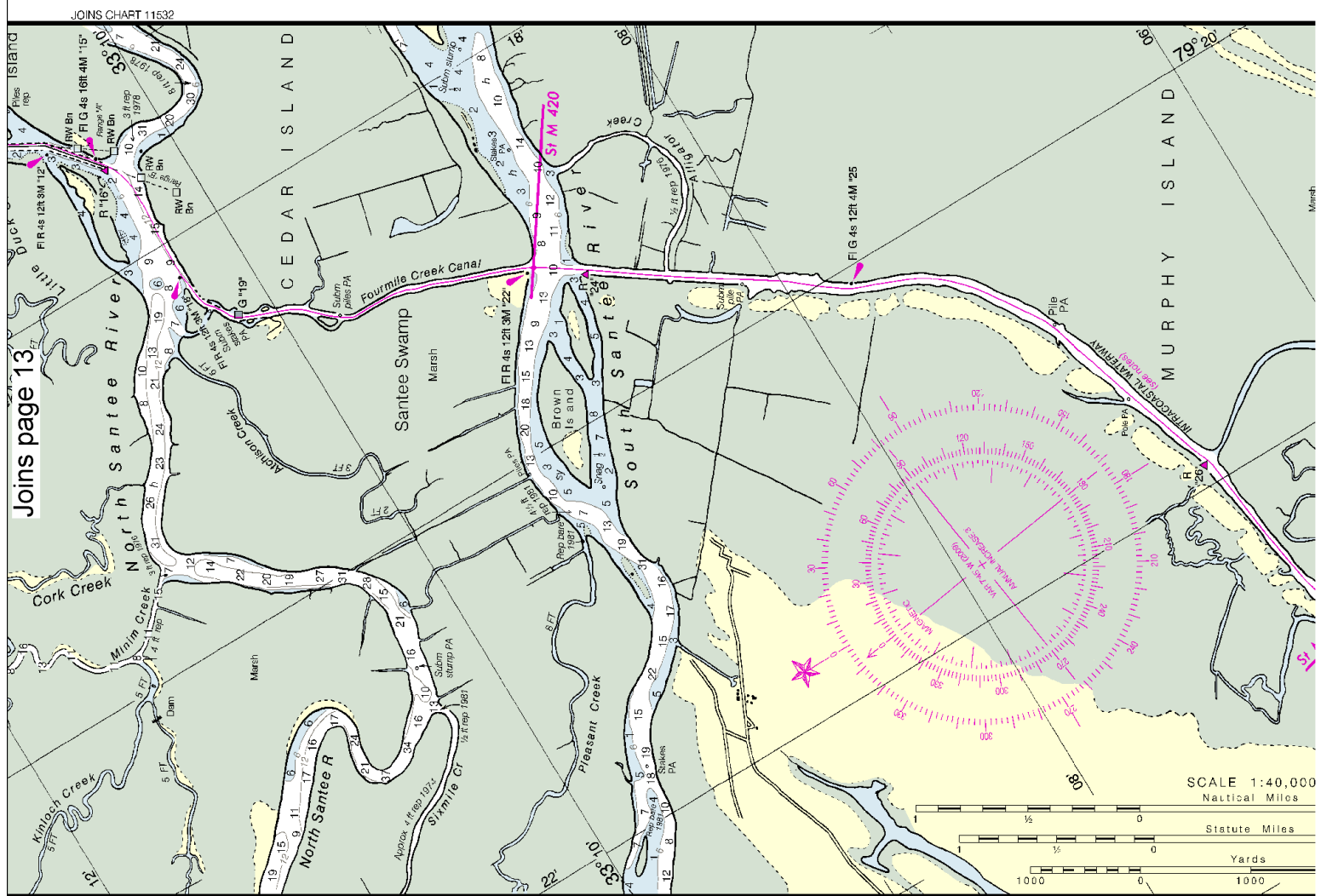
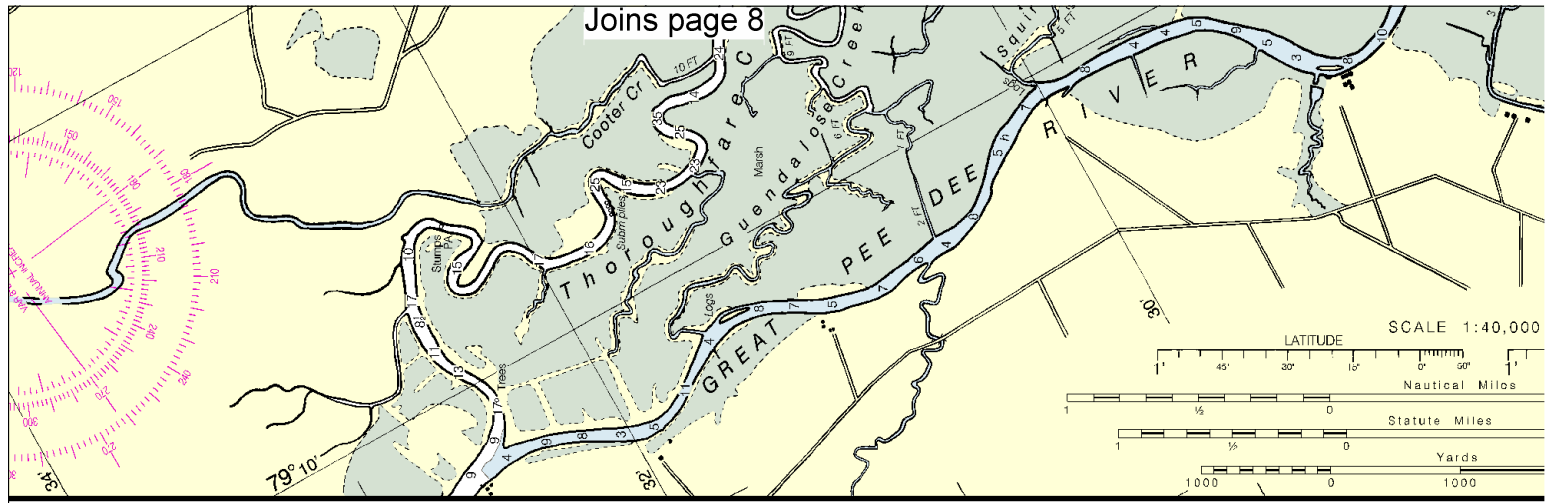


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MERCATOR PROJECTION AT SCALE 1:40,000  
 SOUNDINGS IN FEET AT MEAN LOWER LOW WATER  
 North American Datum of 1983  
 (World Geodetic System 1984)

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

HEIGHTS  
 Heights in feet above Mean High Water.

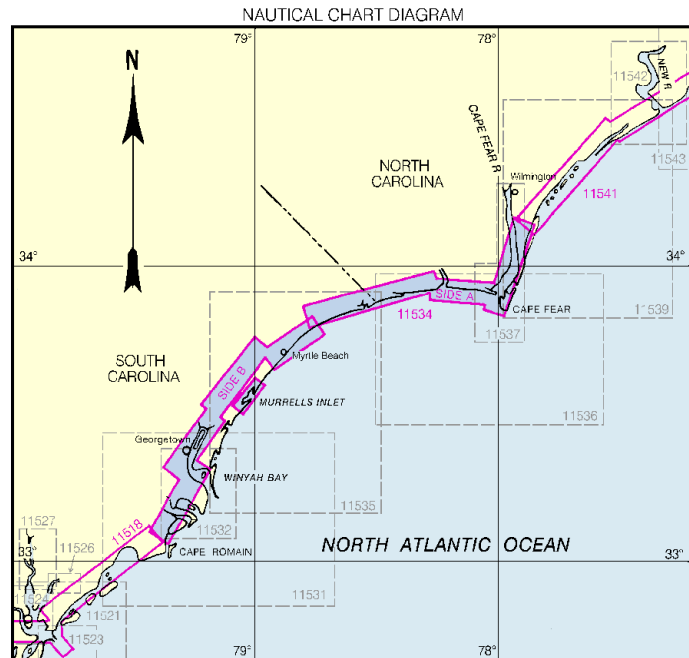
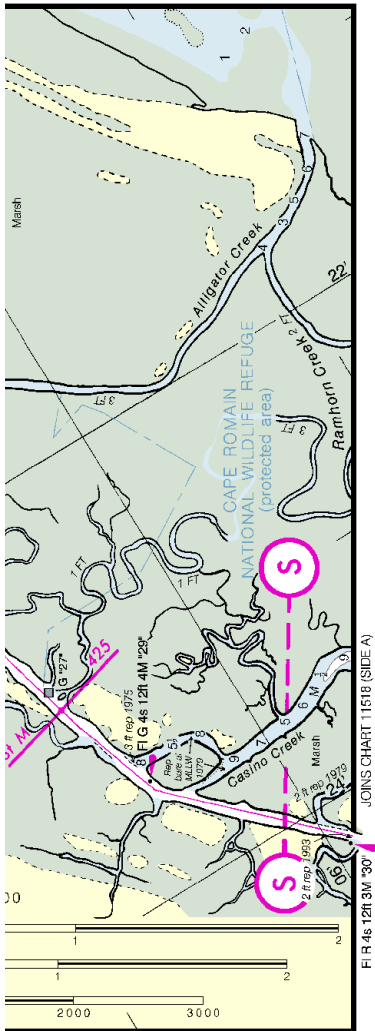
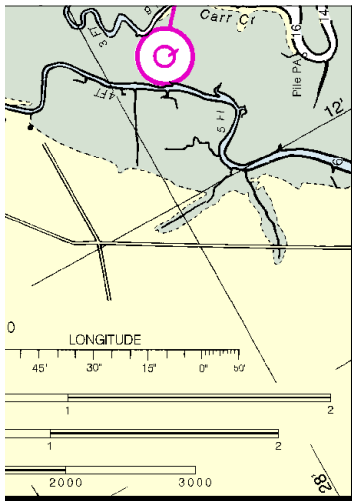
AUTHORITIES  
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION  
 Consult U.S. Coast Pilot 4 for important supplemental information.

CAUTION  
 This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

POLLUTION REPORTS  
 Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

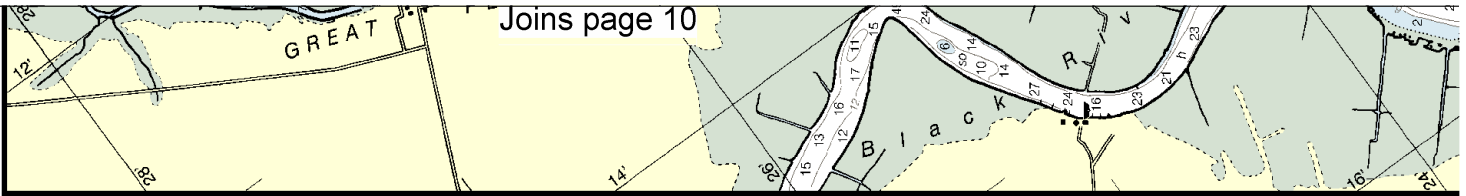
SIDE B



NSN 7642014010277  
 NGA REFERENCE NO. 11XHA11534

ED. NO. 36





11534 36th Ed., Aug. /09; Corrected through NM Aug. 8/09, LNM Jul. 28/09

NO	SMALL CRAFT FACILITY	DEPTHS		SERVICES				SUPPLIES									
		APPROACH-DEPT (REPORTED)	ALONGSIDE-DEPT (REPORTED)	REPAIRS	MARINE SUPPLIES-ELECTRICITY	LIFT	BOAT RENTAL	FOOD	TOILETS	WATER	WINTER STORAGE	WATERCRAFT SALES	BAIT-TACKLE	DIESEL OIL-GASOLINE			
1	OCEANA MARINA	A	5	5	BE					TSLP	W	WI	G	BT	DG		
5	SOUTHPORT MARINA	A	11	11	BE	S	HMR	75	CK	C	FL	TSLP	WD	C	WI		DG
5D	BALD HEAD ISLAND MARINA	A	7½	7½	BE				CMK	CS	FL	TSLP	W	C	WI	GH	BT
5E	SOUTH HARBOUR VILLAGE MARINA	A	15	15	BE	S				FL	TSLP		WI	G			DG
6	CAROLINA BEACH ST PARK MARINA	A	4	6	BE	S				C	TSLP		WI				DG
15	CRICKET COVE MARINA	A	12	6½	BE		HMR			F	TSLP	WD	C	WI		BT	DG
16	MYRTLE BEACH YACHT CLUB	A	12½	10½	BE					FL	TSLP	W	C	WI	H		DG
17	ANCHOR MARINA	A	12	8	BE		HMR	35		C	F	TSP	W	C	WI	H	G
19	OSPREY MARINA	B	9	9	BME			0		F	TSLP	WD	C	WI	GH	T	DG
20	CRAZY SISTER MARINA	B	5	8	BME					C	F	T	P	W	WI		BT
21	HAGUE MARINA	B	6	6	BME		HMR	35			TSLP	W	C	WI	H		DG
22	BUCKSPORT MARINA	B	15	15	BE	S				C	F	TSLP	W	C	WI		BT
23	WACCA WACHE MARINA	B	15	8	BE	S	HMR	7		C	F	TSP	WD	WI	H		DG
24	THE BOAT SHED	B	12	6	BE		HMR			FL	TSP	WD	C	WI	H	B	DG
24A	HAZZARD MARINE	B	12	10	BE		HM	60			TSLP	W	WI				DG
25	GEORGETOWN LANDING MARINA	B	12	17	BE					C	FL	TSLP	W	WI		BT	DG
26	HARBORWALK MARINA	B	12	8	BE						TSP	W	WI				DG
29	ST. JAMES PLANTATION MARINA	A	8	7	BE			0		L	TSLP	WD	C	WI	GH	BT	DG
30	RESERVE HARBOR MARINA	B	8	10	BE	S				F	TSP	WD	C	WI	H		DG
31	MARINA AT GRANDE DUNES	A	8	8	BE				M		FL	TSLP	W	WI			DG
32	BALEFOOT RESORT CLUB	A	7	7	BE				M		FL	TSLP	W	WI			DG
33	BELLE ISLE MARINA	B	4	6	BE	S				F	TSLP	WD	WI	GH	BT	DG	

**CAUTION**  
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

**CAUTION**  
Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

**CAUTION**  
Small craft should stay clear of large commercial and government vessels even if small craft have the right-of-way.  
All craft should avoid areas where the skin divers flag, a red square with a diagonal white stripe, is displayed.

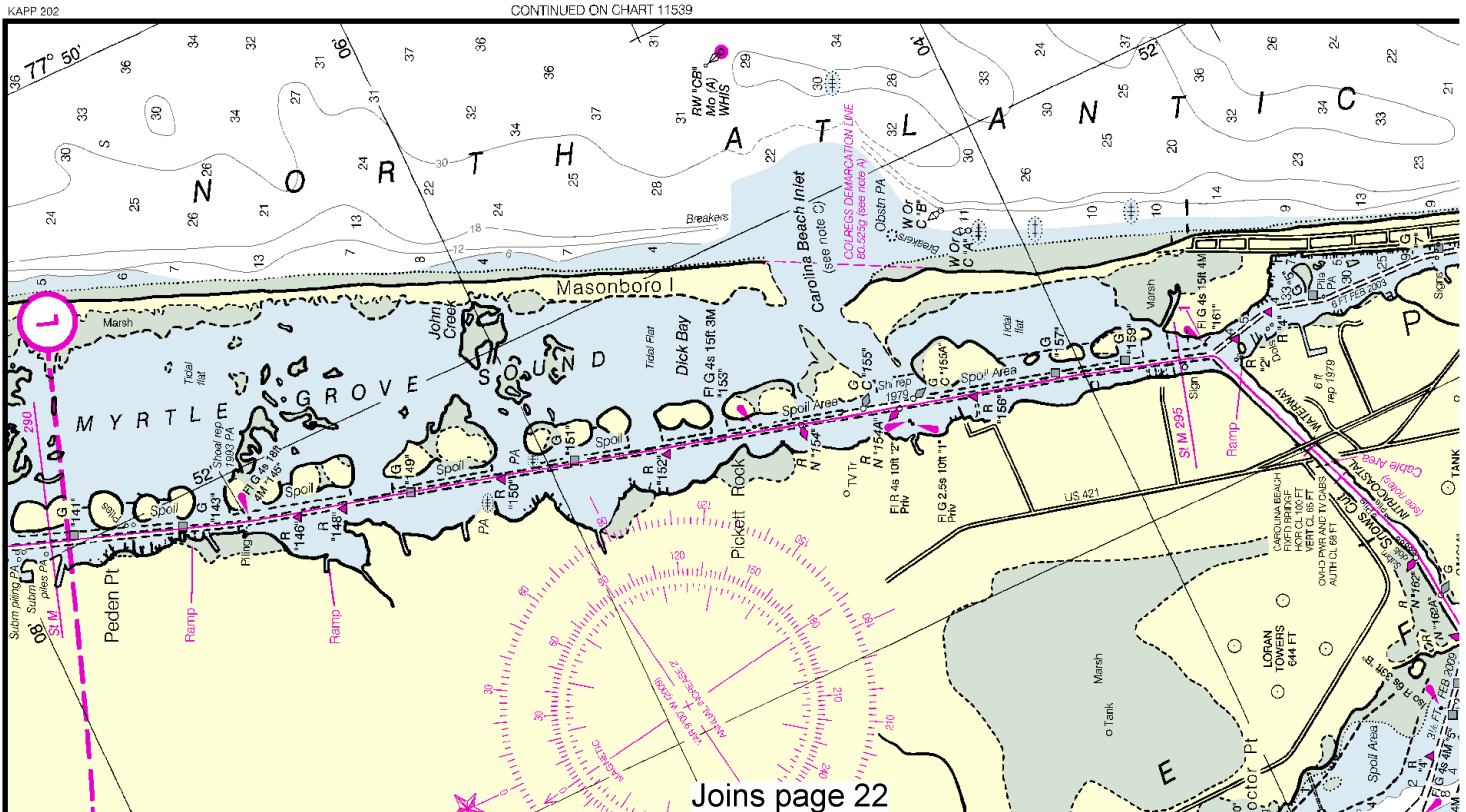
**AIDS TO NAVIGATION**  
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

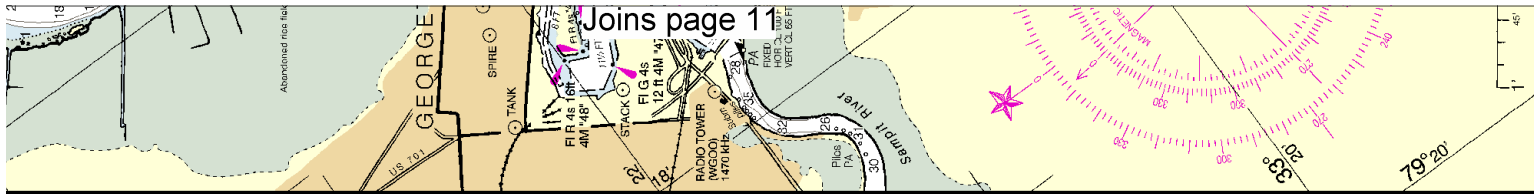
**RADAR REFLECTORS**  
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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THE LOCATIONS OF THE ABOVE PUBLIC MARINE FACILITIES ARE SHOWN ON THE CHART BY MAGENTA NUMBERS AND LEADERS.  
THE TABULATED "APPROACH-DEPT (REPORTED)" IS THE DEPTH AVAILABLE FROM THE NEAREST NATURAL OR DREDGED CHANNEL TO THE FACILITY.  
THE TABULATED "PUMP-OUT STATION" IS DEFINED AS FACILITIES AVAILABLE FOR PUMPING OUT BOAT HOLDING TANKS.





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#### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

#### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 4. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 5th Coast Guard District in Portsmouth, Virginia and 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Wilmington, North Carolina and Charleston, South Carolina. Refer to charted regulation section numbers.

#### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

#### INTRACOASTAL WATERWAY AIDS

The U.S. Aids to Navigation System is designed for use with nautical charts and the exact meaning of an aid to navigation may not be clear unless the appropriate chart is consulted.

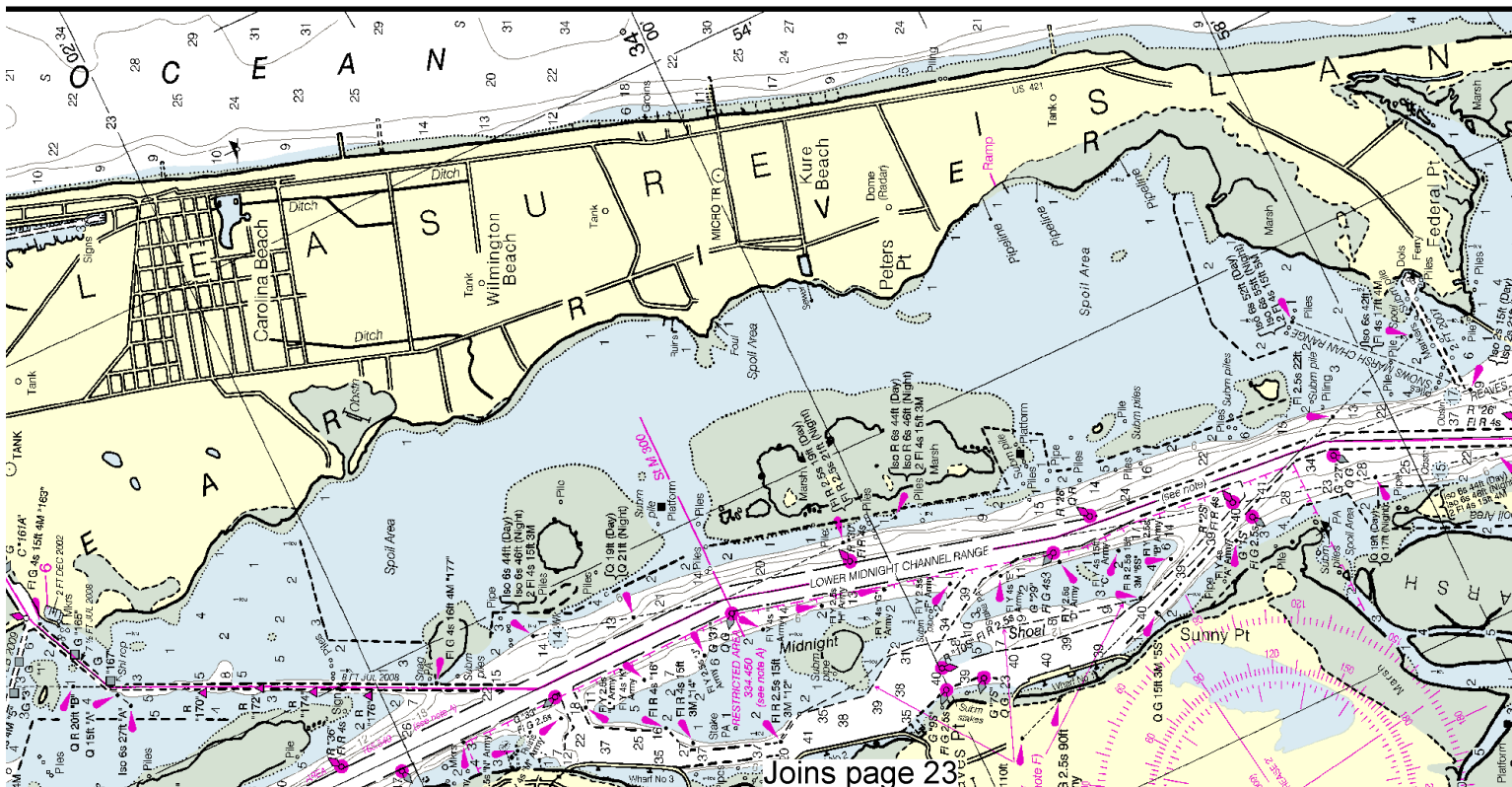
Aids to navigation marking the Intracoastal Waterway exhibit unique yellow symbols to distinguish them from aids marking other waterways.

When following the Intracoastal Waterway southward from Norfolk, VA to Cross Bank in Florida Bay, aids with yellow triangles should be kept on the starboard side of the vessel and aids with yellow squares should be kept on the port side of the vessel.

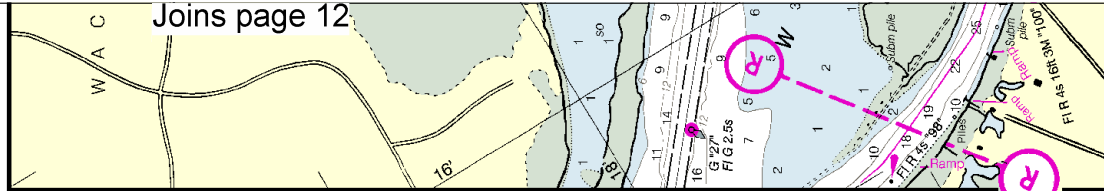
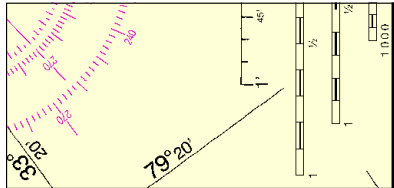
A horizontal yellow band provides no lateral information, but simply identifies aids to navigation as marking the Intracoastal Waterway.

#### PRINT-ON-DEMAND CHARTS

IOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners critical corrections. Charts are printed when ordered using Print-on-Demand technology. New ones are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent if Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, @NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or @OceanGrafix.com.



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Service.



#### INTRACOASTAL WATERWAY

##### Project Depths

12 feet Norfolk, VA to Fort Pierce FL; 10 feet Fort Pierce, FL to Miami FL; 7 feet Miami, FL to Cross Bank, Florida Bay

The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

##### Distances

The Waterway is indicated by a magenta line. Mileage distances shown along the Waterway are in Statute Miles, southward from Norfolk, VA, and are indicated thus: ————

Tables for converting Statute Miles to International Nautical Miles are given in U.S. Coast Pilot 4.

Courses are TRUE and must be CORRECTED for any variation and compass deviation.

#### FACILITIES

Locations of public marine facilities are shown by large magenta numbers with leaders and refer to the facility tabulation.

#### NOTE C

##### Entrances to Inlets

The channels are subject to continual changes. Entrance buoys are not charted because they are frequently shifted in position. Passage through the inlets is not recommended without local knowledge of all hazardous conditions affecting the areas.

#### NOTE F

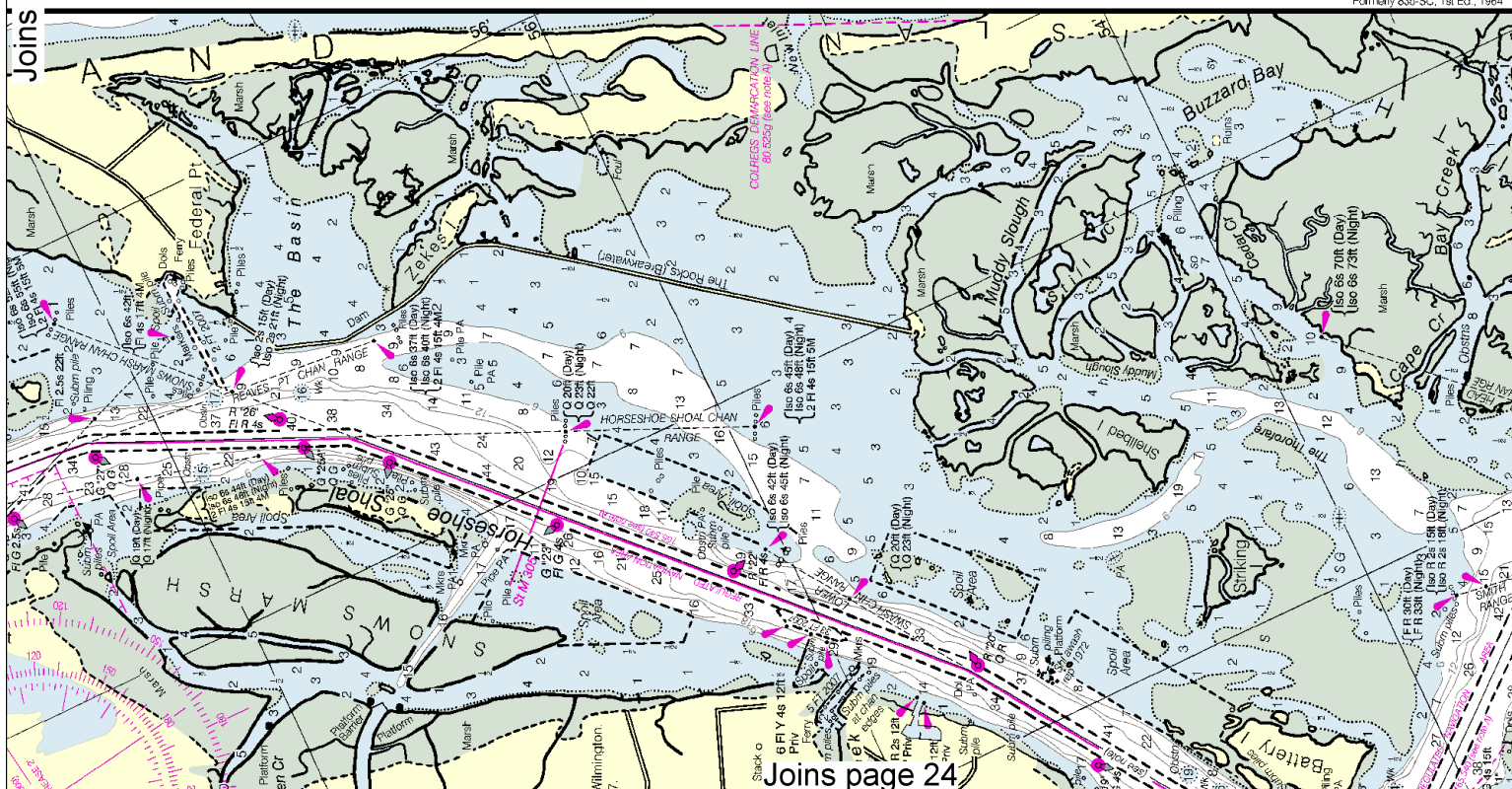
Fixed security barriers have been installed at the Military Ocean Terminal at Sunny Point. The barriers are marked by numerous quick flashing white lighted pilings and quick flashing yellow lights.

#### ACKNOWLEDGMENT

The National Ocean Service acknowledges the exceptional cooperation received from members of the Cape Fear and Charlotte River Power Squadrons, District 27, United States Power Squadrons in continually providing essential information for revising this chart.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

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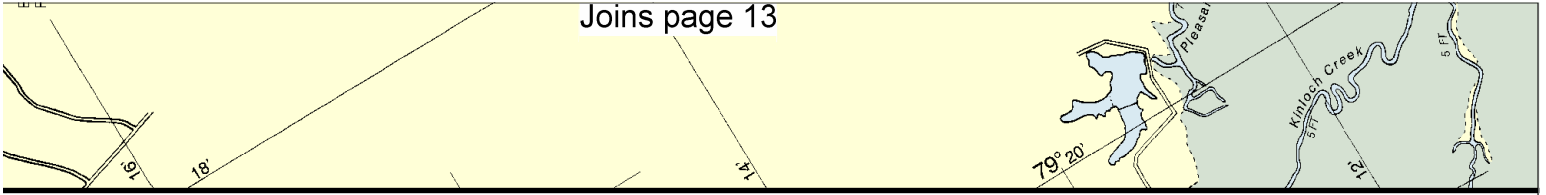
Printed at reduced scale.

SCALE 1:40,000  
Nautical Miles

See Note on page 5.



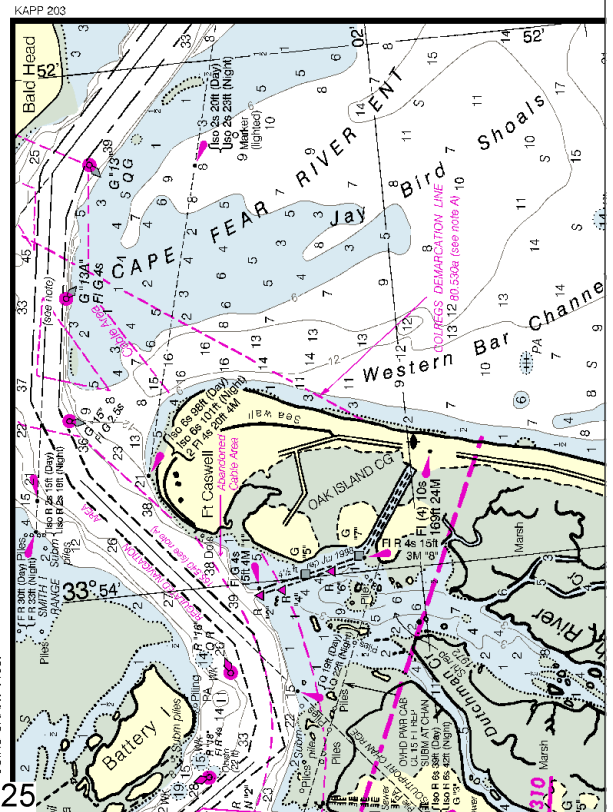
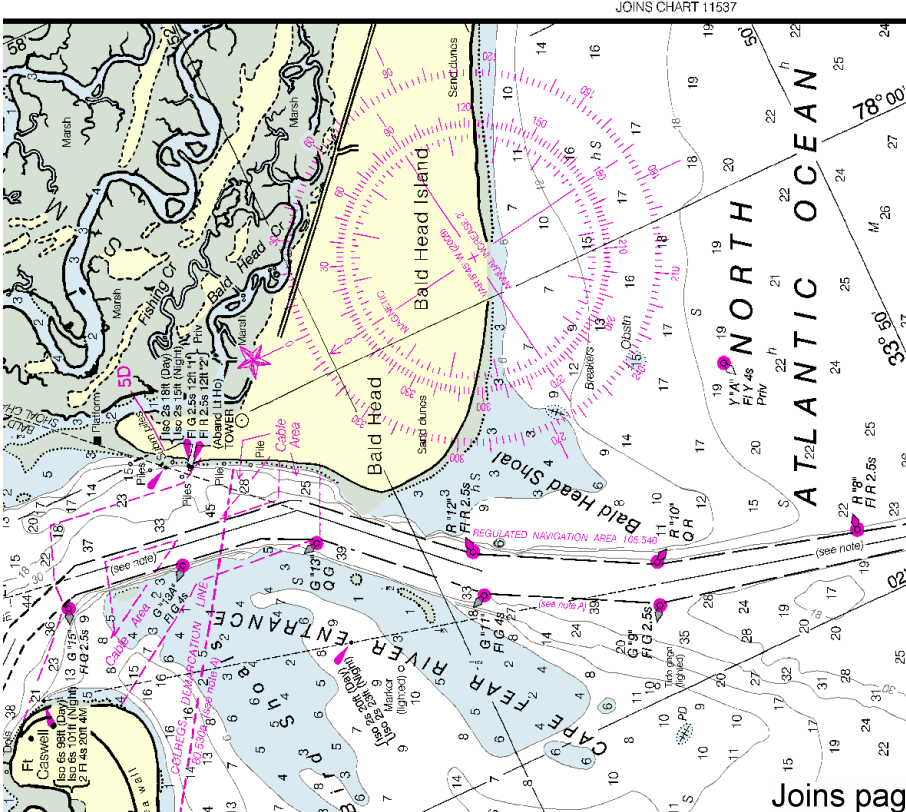


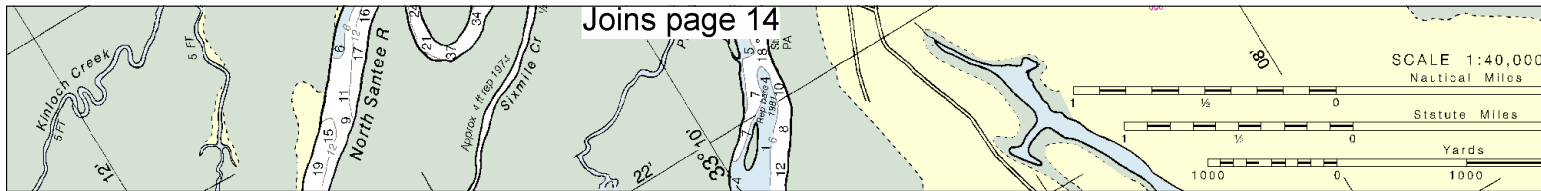


**CAUTION**  
**SUBMARINE PIPELINES AND CABLES**  
 Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.  
 Covered wells may be marked by lighted or unlighted buoys.





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#### RULES OF THE ROAD (ABRIDGED)

Motorless craft have the right-of-way in almost all cases. Sailing vessels and motorboats less than sixty-five feet in length shall not hamper, in a narrow channel, the safe passage of a vessel which can navigate only inside that channel.

A motorboat being overtaken has the right-of-way.

Motorboats approaching head to head or nearly so should pass port to port.

When motorboats approach each other at right angles or obliquely, the boat on the right has the right-of-way in most cases.

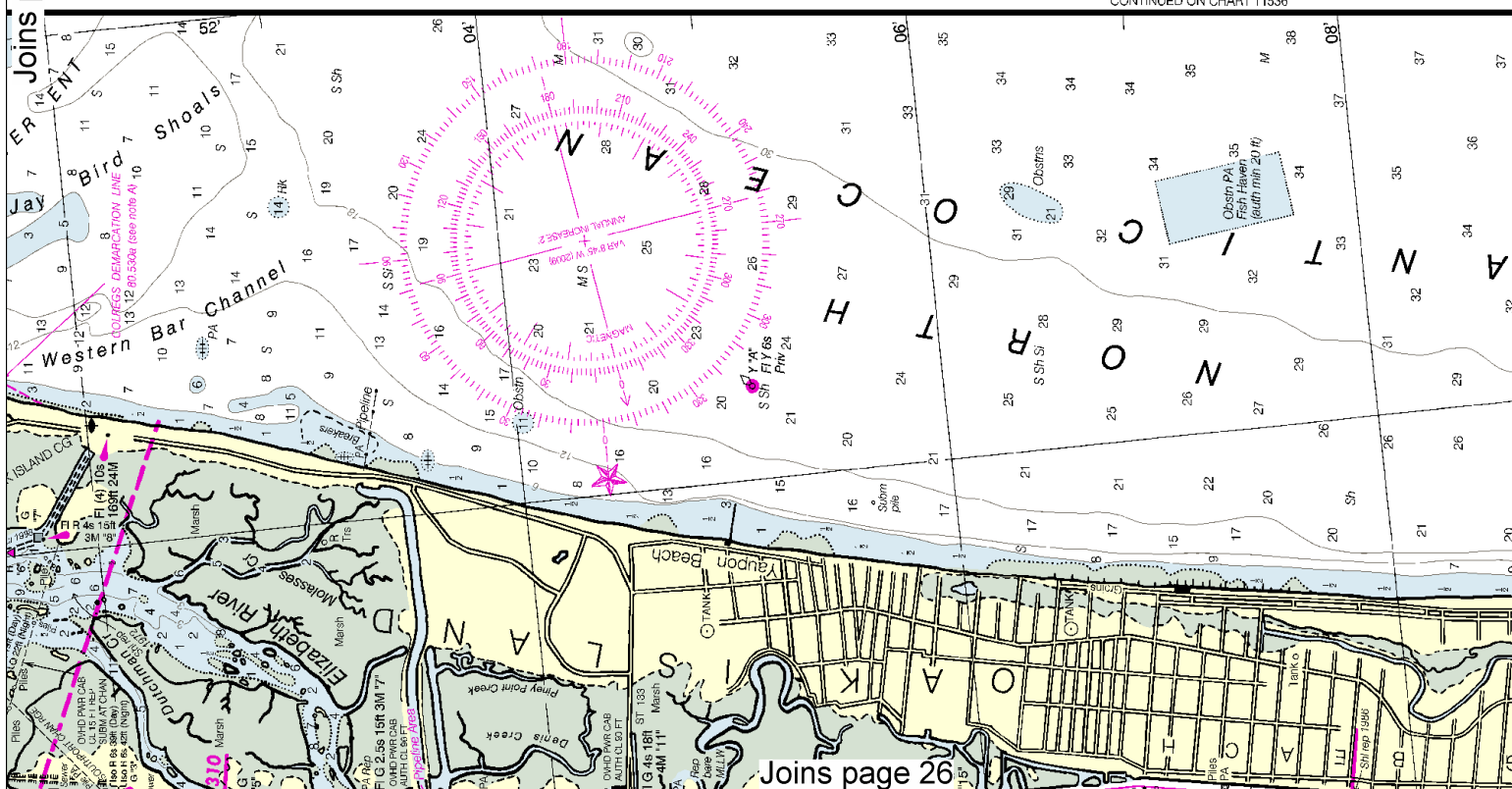
Motorboats must keep to the right in narrow channels when safe and practicable.

Mariners are urged to become familiar with the complete text of the Rules of the Road in U.S. Coast Guard publication "Navigation Rules."

#### SAFETY HINTS

1. Keep your chart up to date by applying all Notices to Mariners corrections when you receive them.
2. Read carefully all notes printed on your chart, each is vital to your safety afloat.
3. Learn the meaning of each symbol and abbreviation on your chart from Chart No. 1.
4. The compass on your chart shows the variation from true north, however you must also correct your bearing for the deviation of your boat.
5. Constantly use your chart from the beginning to end of each trip. Keep in mind the orientation of your boat with respect to the chart.
6. Maintain your position on the chart by relating charted features with those you can identify in your surroundings.

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CONTINUED ON CHART 11536

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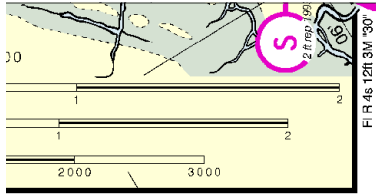


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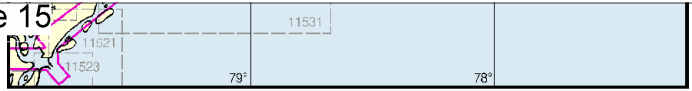
SCALE 1:40,000  
Nautical Miles

See Note on page 5.





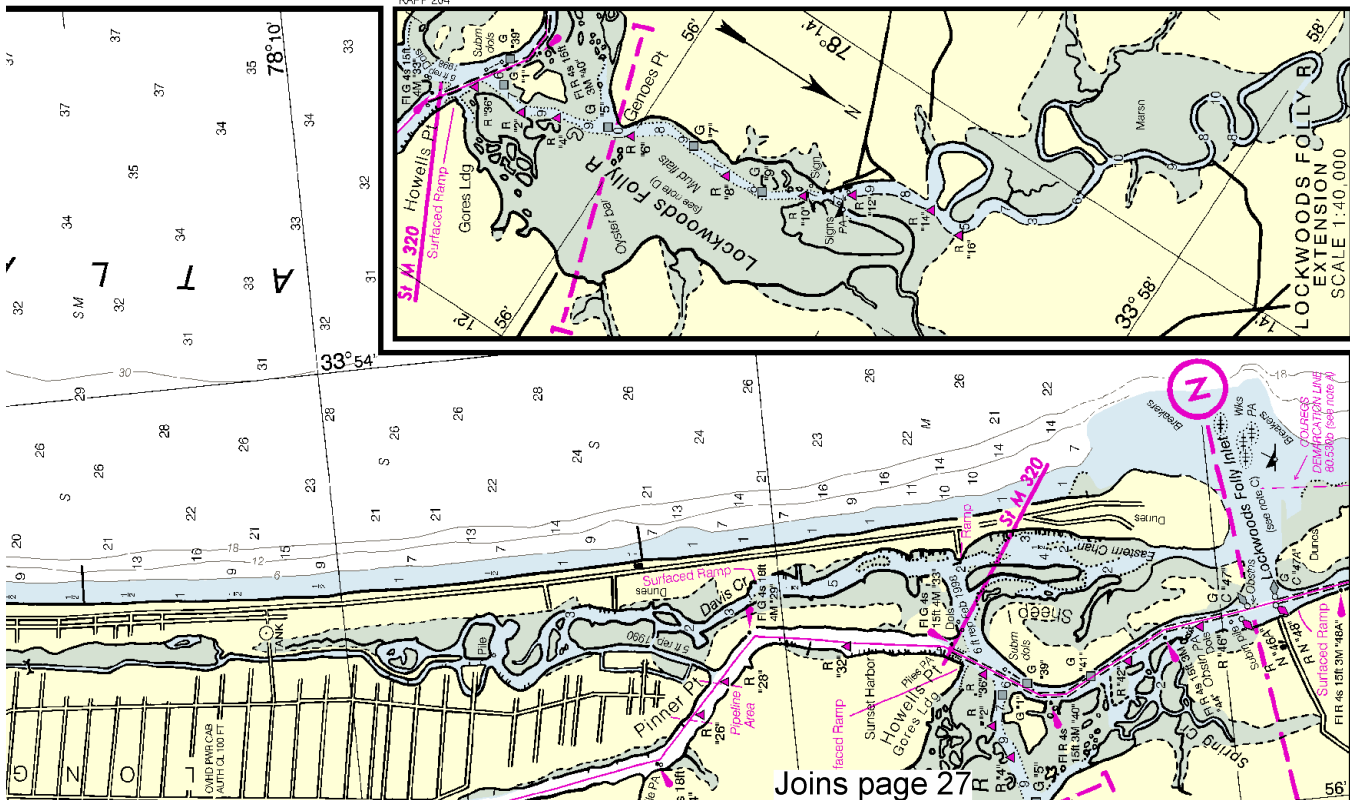
Joins page 15



NSN 7642014010277  
NGA REFERENCE NO. 11XHA11534



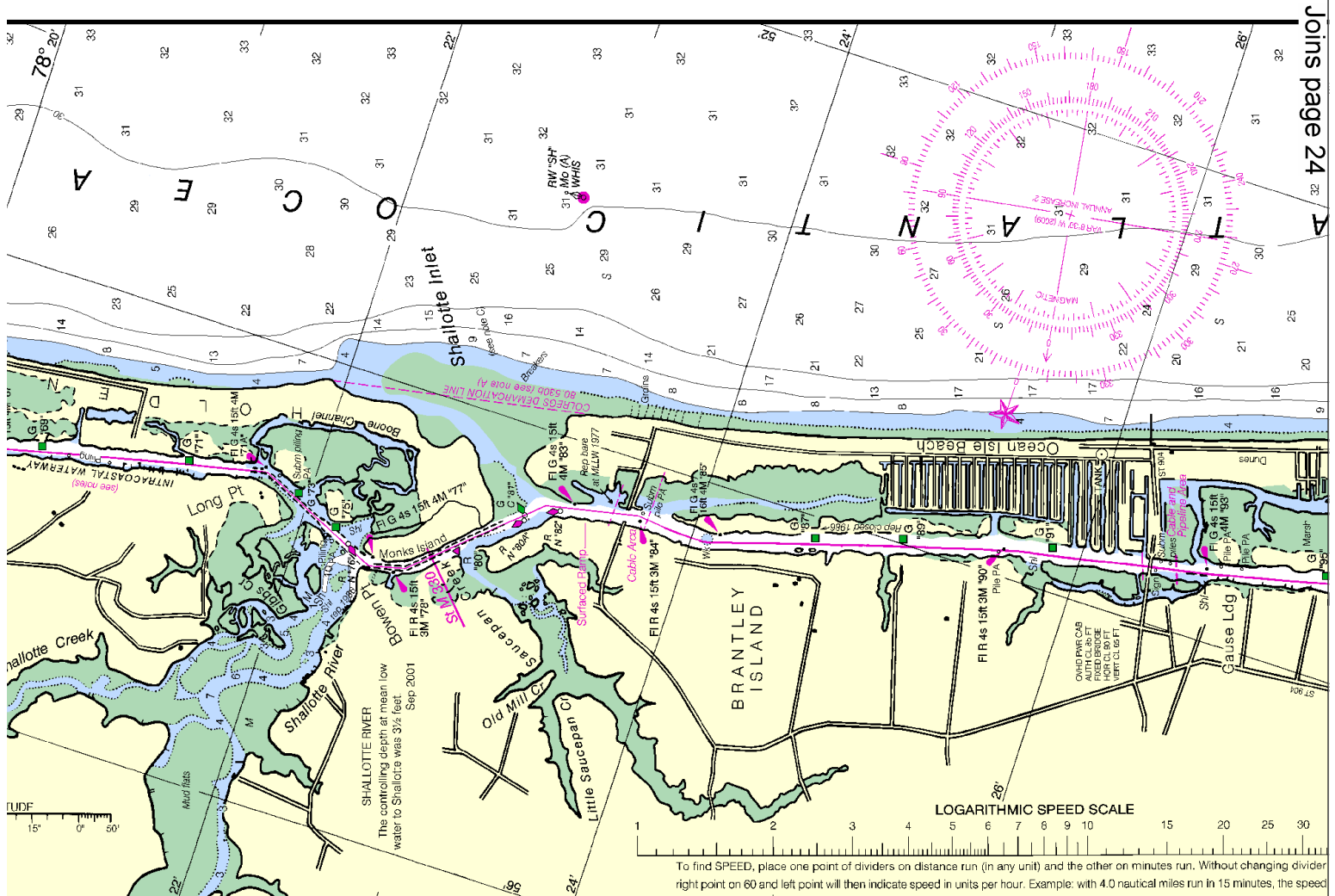
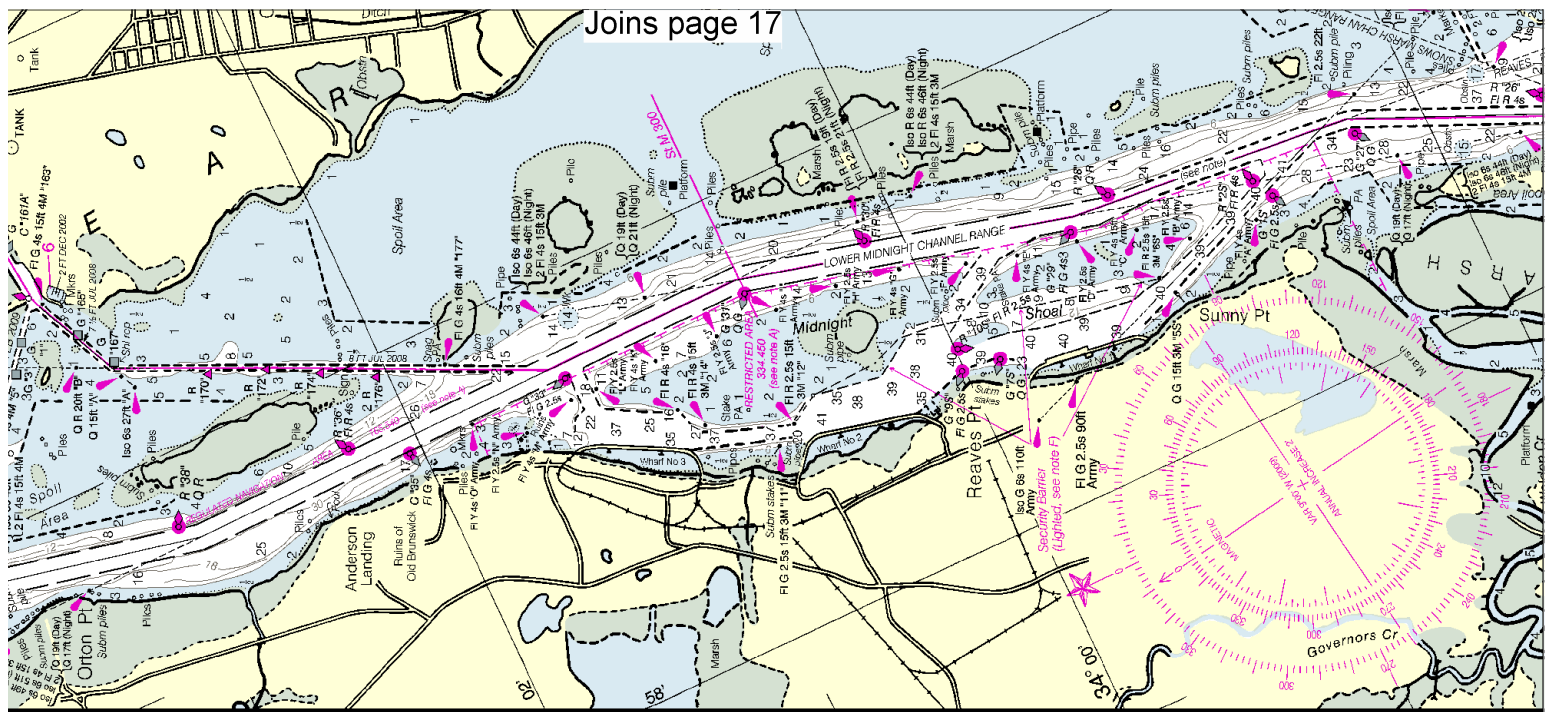
ED NO. 36



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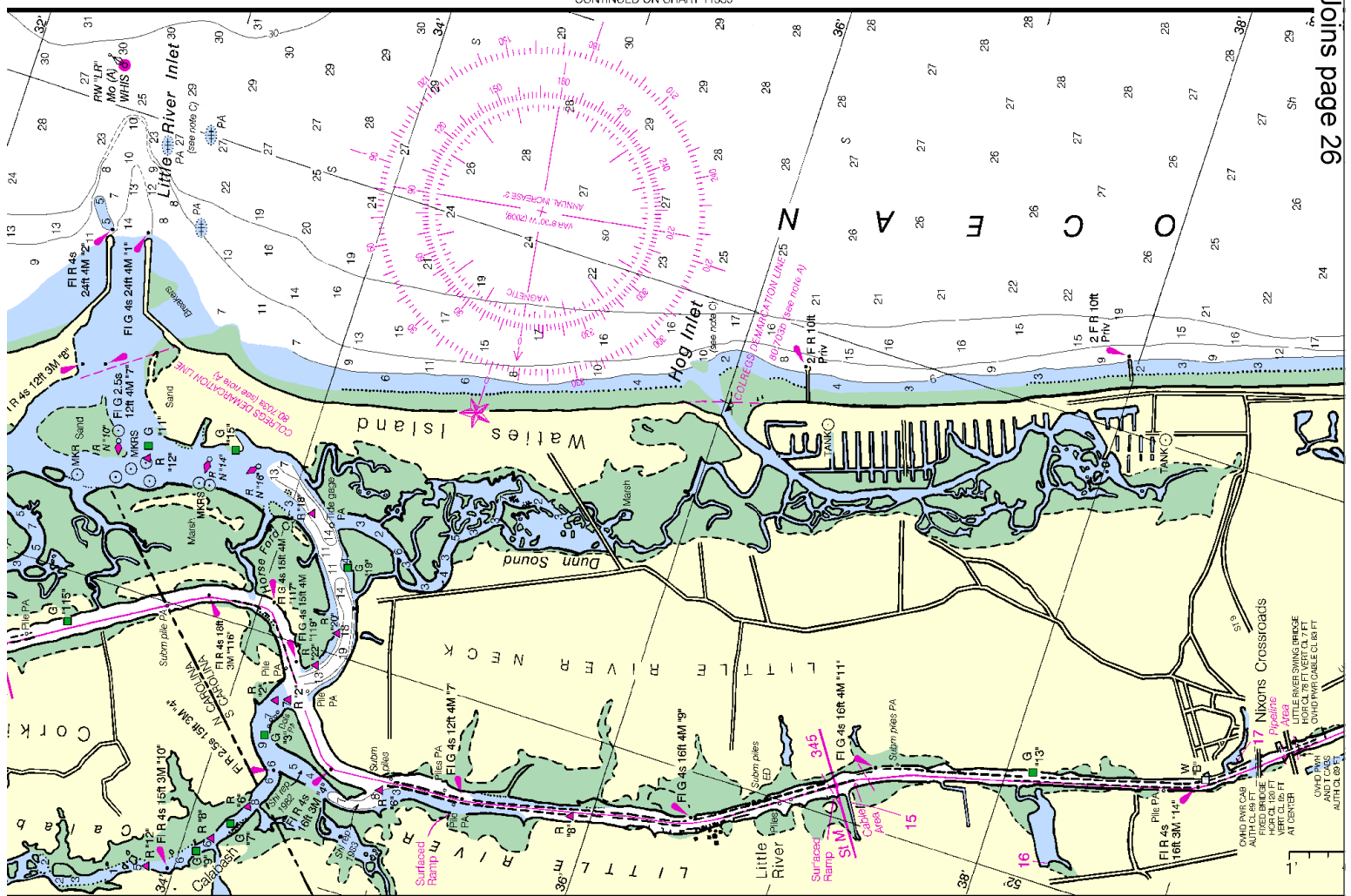
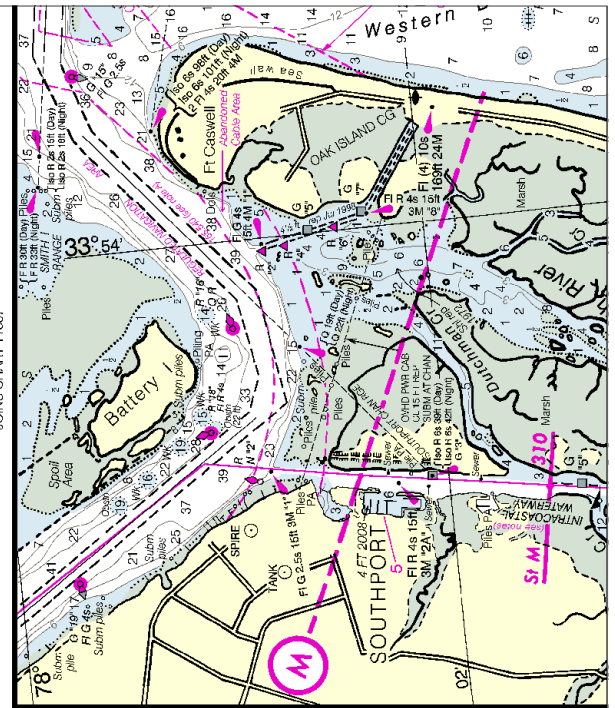
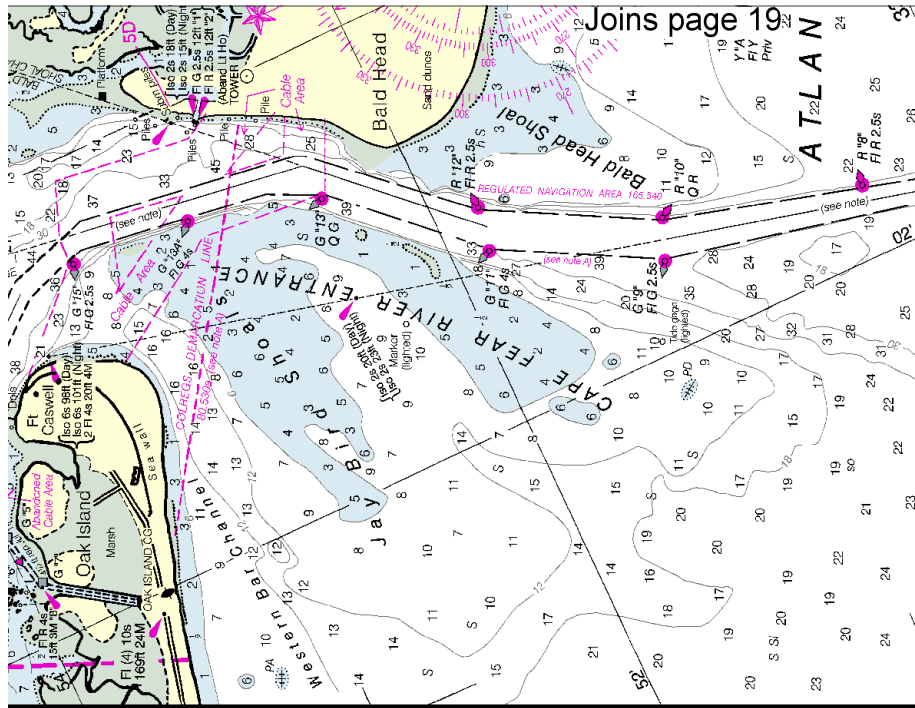


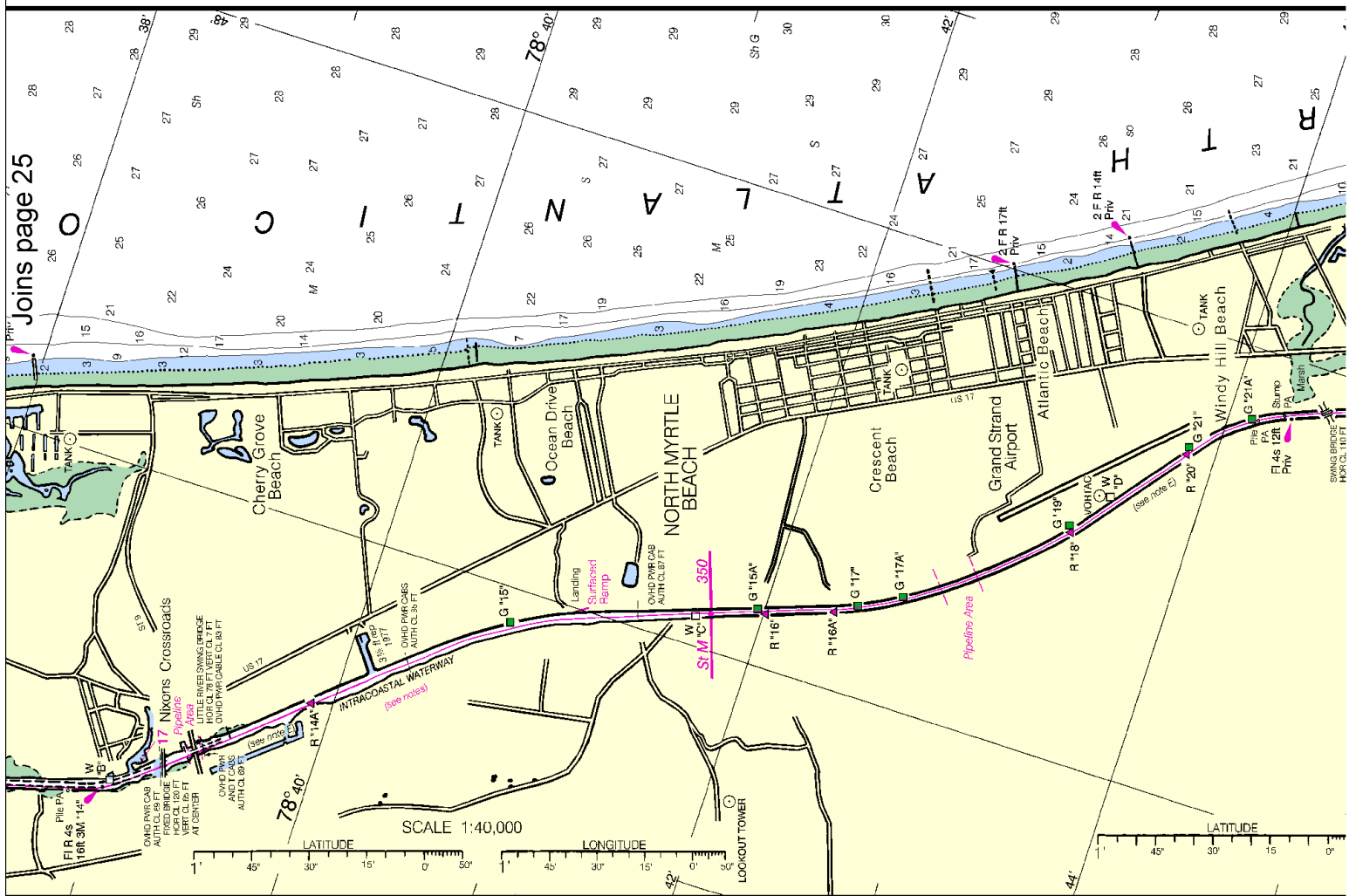
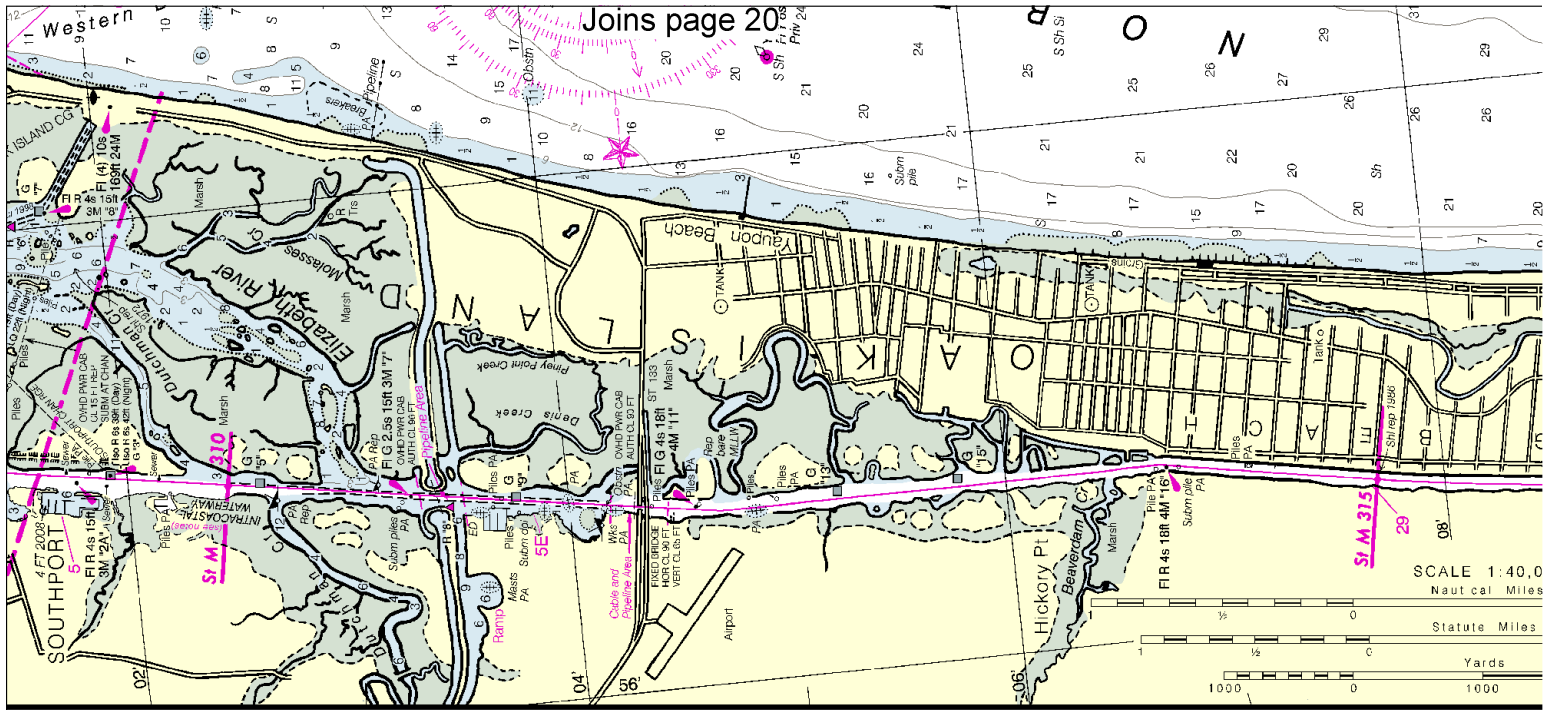


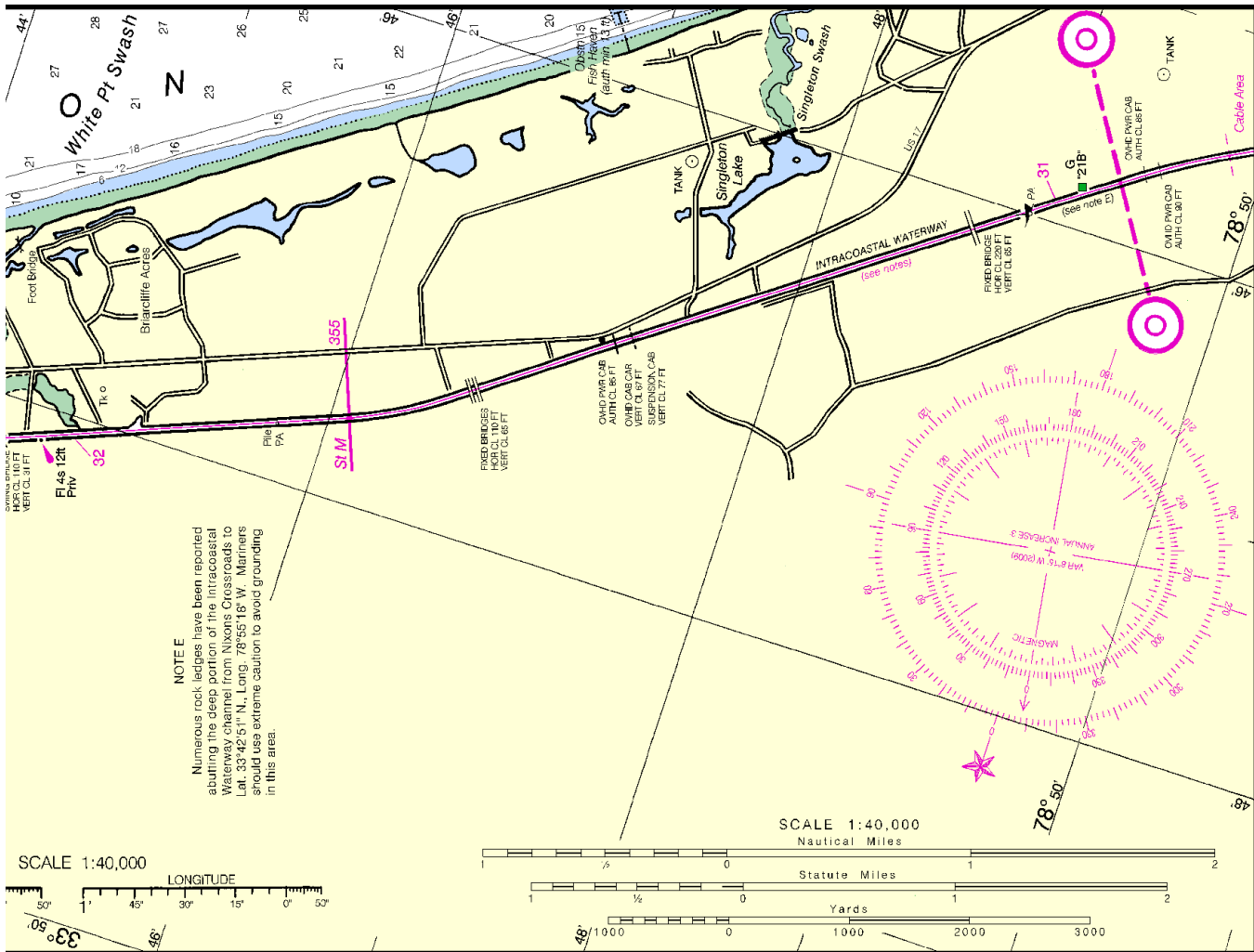
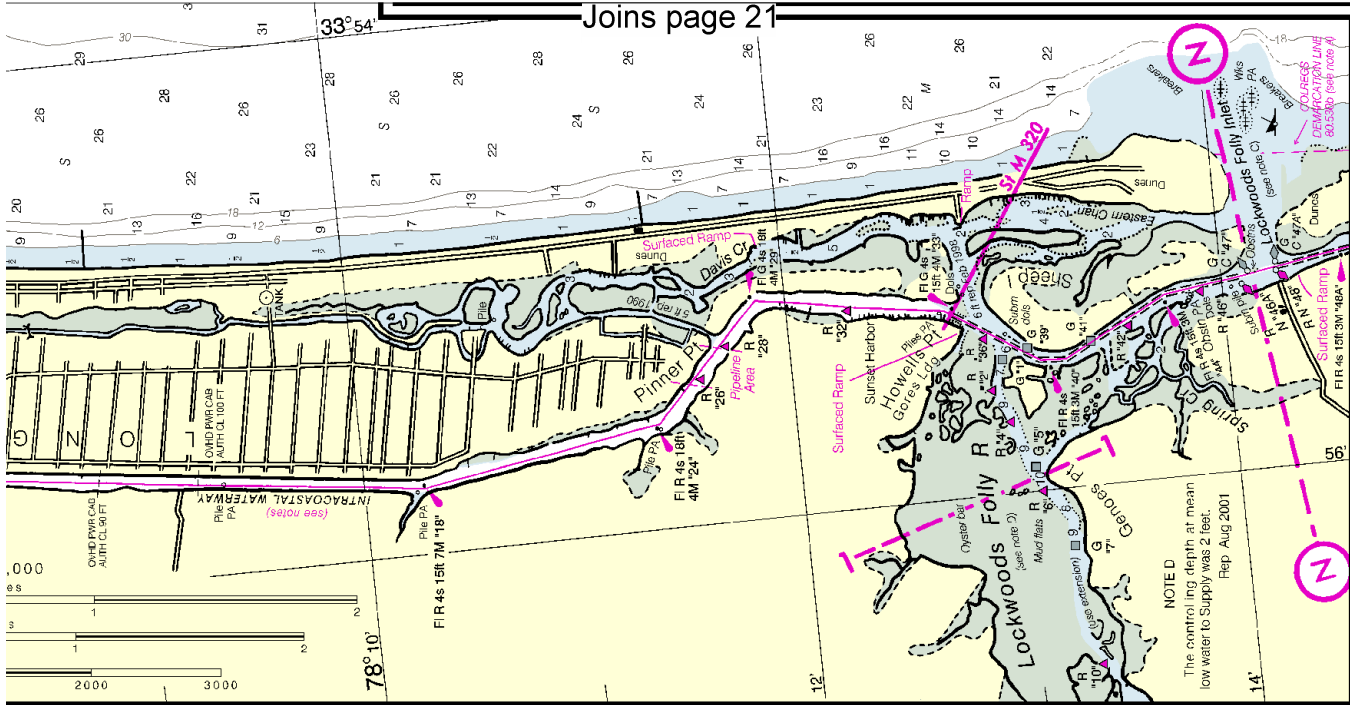












SIDE A

JOINS SIDE B

11534



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Oak Island** – 910-278-5592

**Coast Guard Georgetown** – 843-546-2052/2321/2742

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NC Wildlife Resources Comm** – 800-662-7137

**SC Dept of Natural Resources** – 800-922-5431

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).